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[Port Hueneme Planning Dept.]

A strategy for change:

"Few people really read plans, and even fewer relate to them. The key to effective community development is popular support, resources, and opportunities".

Anonymous

In other words,

an Action Plan for Community Development

RESOLUTION NO. 1703

**RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF PORT HUENEME
ADOPTING AMENDMENTS TO THE EXISTING
GENERAL PLAN**

WHEREAS, a document entitled "Preliminary General Plan of the City of Port Hueneme" has been prepared which proposes major amendments to the text and map of the existing Port Hueneme General Plan as originally adopted by the City Council on June 26, 1963 and amended several times thereafter; and

WHEREAS, all required legal notices have been published and a public hearing held to circulate said Preliminary General Plan and to receive public comments and testimony related thereto; and

WHEREAS, a draft Environmental Impact Report has been prepared to assess the potential effects resulting from said amendments with no adverse environmental impacts being identified; and

WHEREAS, the Planning Commission of the City of Port Hueneme has considered and recommended adoption of said amendments;

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Port Hueneme hereby adopts the "Preliminary General Plan of the City of Port Hueneme" as the official General Plan of the City of Port Hueneme;

BE IT FURTHER RESOLVED that said Preliminary General Plan supercedes the General Plan adopted on June 26, 1963, and all amendments thereto.

PASSED AND ADOPTED this 4th day of April, 1977.

MAYOR, Dorill B. Wright

ATTEST:

CITY CLERK, Sue T. Harmon

DECLARATION OF THE

THE UNITED STATES OF AMERICA
DO HEREBY CERTIFY THAT
THE FOLLOWING IS A TRUE AND
CORRECT COPY OF THE

ORIGINAL AS SUBMITTED TO THE
COMMISSIONER OF THE GENERAL
LAND OFFICE, DEPARTMENT OF THE
INTERIOR, WASHINGTON, D. C., ON
JANUARY 1, 1900.

IN WITNESS WHEREOF, I have hereunto
set my hand and the seal of the
Department of the Interior, at
Washington, D. C., this 1st day of
January, 1900.

JOHN W. FOSTER, Secretary of the
Department of the Interior.

Approved by the Secretary of the
Department of the Interior.

WILLIAM H. HARRIS, Commissioner of
the General Land Office.

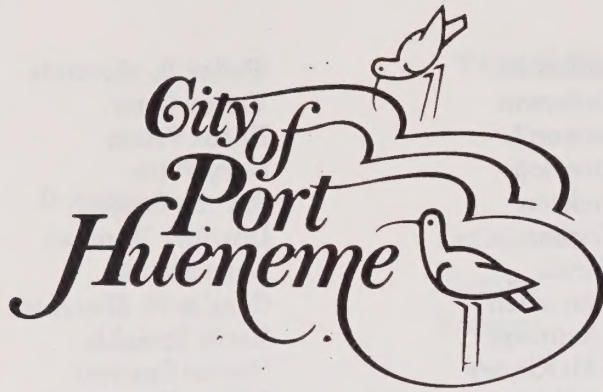
Attest: JOHN W. FOSTER, Secretary of the
Department of the Interior.

Witness my hand and the seal of the
Department of the Interior, at
Washington, D. C., this 1st day of
January, 1900.

JOHN W. FOSTER

SECRET

THE SECRETARY OF THE INTERIOR



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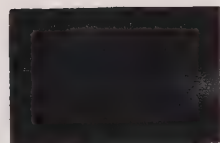
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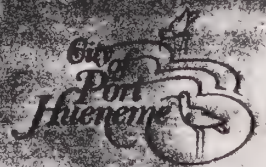
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Introduction



INTRODUCTION

Definition

“What is the General Plan?” Many citizens of Port Hueneme and other California cities ask this question. An important but often misunderstood document of City policy, the General Plan can be simply described:

A comprehensive statement, in maps and text, of public intent for the physical, social and economic development of the City.

As a “plan”, it sets forth policy for the future. It defines means to achieve such a future by descriptions of “programs”. Because it projects anticipated conditions based upon a careful analysis of current trends, it is a dynamic tool which requires continual review and updating in order to serve the needs of the City. Accordingly, this edition of the Port Hueneme General Plan is not the end of a planning effort; it is simply the most current statement.

Purpose

There are several significant reasons for a General Plan:

- 1. To serve as an overall guide in making valid day-to-day development decisions;**
- 2. To improve communications between citizens and their local government by displaying government’s intentions for review and reaction by citizens;**
- 3. To coordinate efficient implementation of the Plan by various City agencies;**
- 4. To provide a basis for optimum development of the City’s environmental resources to the benefit of its citizens; and**
- 5. To meet the requirements of state and federal governments.**

Format

Review of this Plan document will reveal an unusual format. Many General Plan publications are lengthy, expensively bound volumes which are inflexible, static descriptions of “hoped-to-happen” future conditions. Fate seldom cooperates so submissively; the Plan is usually outdated before many citizens have read it and is often shelved for reference without implementation.

Therefore, this Plan is designed for change. As an inexpensively printed, loose-leaf report published in modular sections, it can and should be revised and updated in a systematic manner. Those portions which must be changed to meet new conditions or reflect

ongoing decision-making, can be replaced with updated material. In this manner, a comprehensive Plan can be maintained with minimal effort and expense.

As a tool for development of the City of Port Hueneme, the Plan itself must be capable of accepting the need for change — the need for action.

Goals and Objectives



GOALS AND OBJECTIVES

General Planning Process

The process which has evolved this Plan and its predecessor is usually called "the planning process". As such, it involves these basic steps:

1. Goal determination -- "Where are we going?"

Goals are set by the community-at-large through their elected representatives. They are subject to change to meet new circumstances, and to reflect the desires of the electorate.

2. Inventory of resources -- "What do we have to work with?"

The physical, social and economic assets of the City must be carefully reviewed so that achievement of goals is feasible and workable.

3. Analysis -- "What does it all mean?"

Comparison of current trends with existing resources in order to assess probability for achieving goals is a key part of the planning process.

4. Plan formulation -- "How do we do it?"

With community goals and resources in mind, a plan (or alternative plans) can be prepared which provides a course of action. The combination of the various parts or elements of the plan to achieve the goals and objectives is the Comprehensive Plan.

5. Adoption and implementation -- "Do it!"

Before the plan becomes an official statement of City policy, it must be adopted according to state law. The law requires open public hearings before the Planning Commission and the City Council to allow adequate public scrutiny and understanding.

6. Review and updating -- "Forward!"

As circumstances change, attitudes evolve, and new technology occurs, refinements and revisions to the plan are needed. Thus, a continuous cycle insures a truly comprehensive plan to serve the citizens of the City.

Traditional use of the general planning process in California communities has produced plans with varying degrees of effectiveness. Many cities are concerned that the multiplicity of requirements for plans to meet different governmental needs is creating inefficient and ineffective plans -- there are too many plans trying to do too many things.

California cities are currently faced with many planning processes:

1. General planning as required by Title 7, Chapter 3, Article 5, Section 65302;
2. Annual planning for capital improvement project programming (i.e., streets, sewers, et al);
3. Planning to meet the requirements of the federal government under the provisions of the Housing & Community Development Act of 1974 (block grant);
4. Regional plans prepared by area-wide planning efforts; and
5. Development and operational plans prepared by special districts.

The organization of these several planning processes into a truly comprehensive and useful planning system for local government is necessary. The City of Port Hueneme has determined to establish an innovative program which achieves this organization -- the Community Development Action Plan/Program.

*Community Development
Planning Process*

Subsequent to the adoption of the General Plan in September of 1973, the City of Port Hueneme has experienced unusual challenges and opportunities concerning community development:

1. Substantial physical development of the beachfront area;
2. Large federal grants under the HCDA block grant program;
3. Potential environmental impact from pending industrial development in adjacent areas;
4. Continuing necessity for adequate housing to replace blighted and sub-standard units;
5. Availability of revenues from tax increment from Redevelopment Project;

6. Increasing need to optimize the physical, economic and esthetic relationship between the City and the harbor; and
7. Ongoing requirement to stimulate much greater development of commercial and industrial development to assure a healthy tax base for the City.

With these factors in mind, the City has caused this General Plan to be prepared in a special way and in an unusual format.

The Plan is the statement of the Community Development Plan/Program. It is intended to meet the requirements of the State Planning Act. It is also designed to achieve the objectives of the City of Port Hueneme in the attainment of a more comprehensive plan which will combine the various other planning processes and cope with the special needs of this City.

Goal Statements

Goals are adopted in answer to the question: "What are we planning for?"

As a small city, Port Hueneme is able to determine civic goals more easily than much larger communities. It is important to note that statement of accurate and useful goals is still a difficult task. Therefore, special effort should be made to define and maintain goals which reflect the current values and desires of the City.

The 1973 General Plan contained the following goals:

1. To preserve and enhance the special characteristics of Port Hueneme;
2. To provide a proper balance and distribution of residential, commercial, industrial, public and open space appropriate for the area;
3. To provide locations for a variety of dwelling types and densities and for convenient commercial and public facilities to serve the residents;
4. To encourage the further development of industry in locations appropriate for such activities and the area so as to provide a strong economic base in the City;
5. To develop an efficient circulation system for the fast, safe, and convenient movement of people and goods and yet restricted from unnecessary intrusion into residential neighborhoods;
6. To provide for convenient locations of schools and other educational facilities for the cultural development of the community;

7. To preserve scenic and recreational areas and to capitalize on the natural terrain features of the City; and
8. To provide a basis for continued cooperation among residents and public officials of the City.

Time has allowed an opportunity to assess these goals since their adoption. Current and projected conditions suggest the need for minor revisions to more effectively achieve the potentials of the City.

Revised goals adopted by inclusion in this Plan include the following:

1. **DEVELOPMENT OF A HEALTHY DIVERSITY OF LAND USES WHICH WILL ASSURE A STRONG AND SELF-SUSTAINING ECONOMIC BASE FOR THE CITY.**
2. **CREATIVE UTILIZATION AND PRESERVATION OF THE CITY'S NATURAL ASSETS WHICH INCLUDE ITS BEACH AND HARBOR ORIENTATION.**
3. **ENHANCEMENT OF THE SELF-IMAGE OF THE CITY OF PORT HUENEME AMONG ITS CITIZENS AND THROUGHOUT THE REGION.**
4. **DEVELOPMENT OF A LARGER HOUSING STOCK WITH A BROADER RANGE OF CHOICE FOR RESIDENTS OF THE CITY.**
5. **IMPROVEMENT OF ACCESSIBILITY TO THE CITY FROM ADJACENT AREAS VIA IMPLEMENTATION OF PLANNED ARTERIAL CONNECTIONS.**
6. **INCREASED EFFORTS TO COOPERATE WITH ADJACENT JURISDICTIONS TO INSURE HIGHEST AND BEST USE OF LAND WITHIN THE JURISDICTION AND SPHERE OF INFLUENCE OF THE CITY OF PORT HUENEME.**

The significance of these goals will be sustained and confirmed by ongoing decisions which the City of Port Hueneme makes. Such decisions evolve from actions of the City Council, the Planning Commission, and the City staff in the day-to-day administration of City policy.

If these goals are to serve their function, they should be continually reviewed and, if necessary, revised so that they remain a useful and useable statement of City "future".

Citizen Participation

A major factor in the Port Hueneme Community Development Action Plan/Program process was the direct involvement of a representative advisory committee during the planning process.

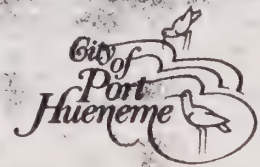
A group of 24 local citizens was asked to serve throughout a seven-month program as advisors to the consultant team. The role of the CDAP Advisory Committee was invaluable — to review the interim findings and conclusions of the team, to discuss implications and potential impacts of possible programs, and to state broad community values as a basis for land use policy.

An extensive series of Work Task Papers by the Consultant Team provided a means of communication and documentation of the planning effort as it progressed.

Future use of such ad hoc groups, newsletters and “town hall” meetings are useful means of maintaining the momentum achieved to date.

Port Hueneme enjoys a substantial advantage over many cities because its relatively small size facilitates a greater degree and intensity of citizen participation in the truest sense. It is feasible to maintain advisory groups which can numerically represent one thousand persons per committee member. Such a ratio of representation can be extremely useful. Much more important is the intensity of this representation and participation. The success of the CDAP Advisory Committee process has demonstrated that this aspect is also functioning very well within the City of Port Hueneme.

Planning Framework



PLANNING FRAMEWORK

Background

Step Two of the general planning process calls for an “inventory of resources”. This description of major physical, social, and economic assets of the City is one part of the inventory.

Another part, perhaps just as significant, involves the environmental constraints affecting the community — the regional influences, transportation system, land use, economic trends, and other forces which will bear upon the realization of the City’s plan for the future.

Essential to the definition of pragmatic and achievable plans, the description of these assets and constraints yields a “planning framework”. This is an explicit statement which can be used and evaluated by all participants in the community development process prior to next steps in the planning process.

History

Few cities enjoy a more unique history than Port Hueneme. First sighted by Juan Rodriquez Cabrillo in 1542, he called the nearby Indian village “Pueblo de las Canoas” — a reference perhaps to the many fishing canoes.

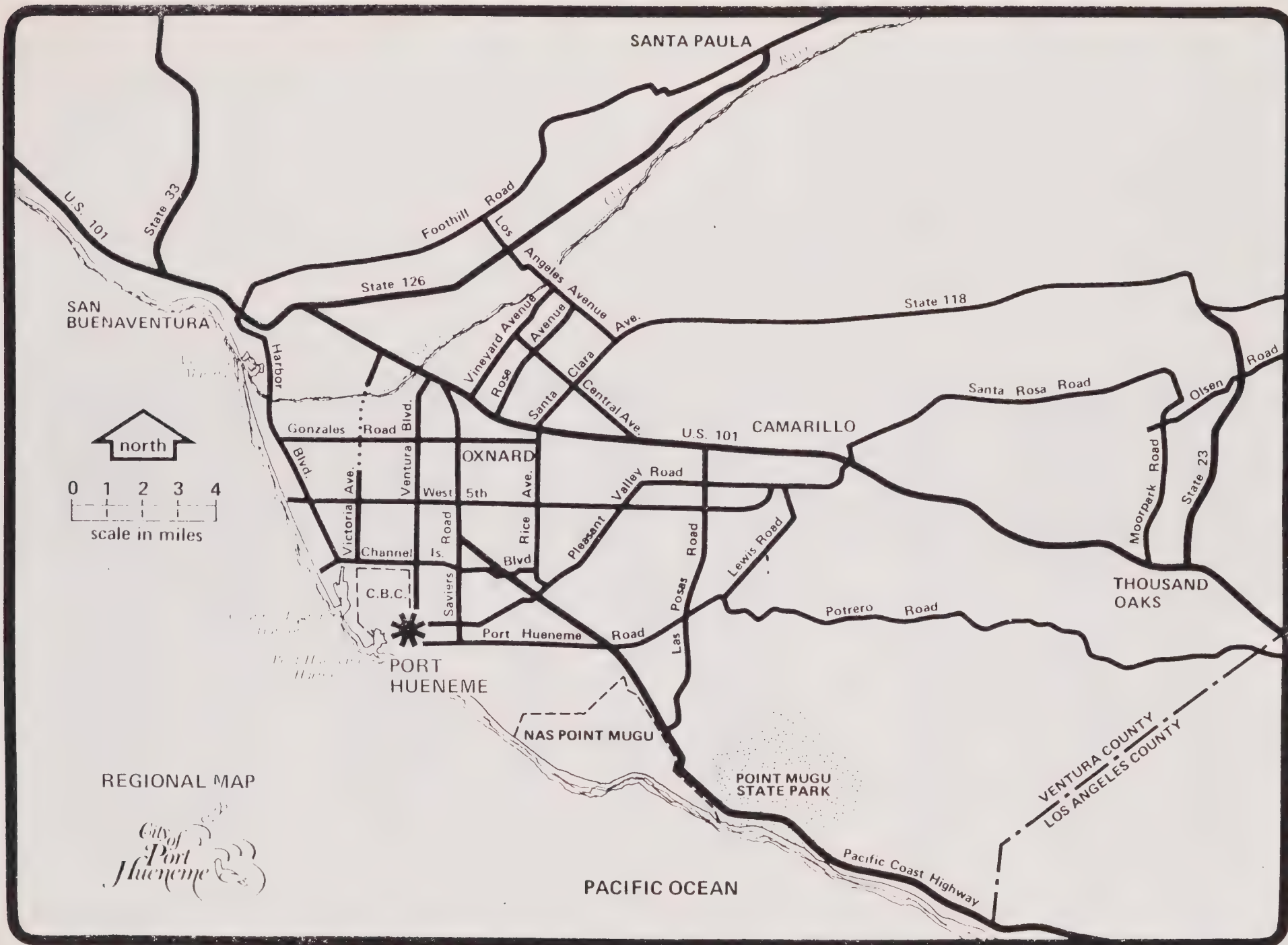
Future development of Hueneme (pronounced “wy-nee-mee” after the Chumash Indian name) continued to depend upon this relationship to the sea. After founding of the City in 1870, a wharf was constructed to accommodate shipment of grain and wool. It is significant that during this era, Port Hueneme enjoyed a larger freight volume than any port on the coast except Seattle and San Francisco.

The first major setback to City growth occurred with the founding of Oxnard in 1898. Many Hueneme merchants moved their businesses to the new town, leaving Hueneme to languish.

In 1928 plans to build a commercial harbor were initiated by Richard Bard, and completed by the Oxnard Harbor District in 1940. Soon after completion of this harbor, World War II military needs forced the U.S. Navy to take over Port Hueneme Harbor and construct an emergency Naval Base on 1,650 acres.

The U.S. Navy Construction Battalion Center was subsequently developed to its status as a major Navy facility as the “Home of the SeaBees” where over 300,000 personnel were trained during World War II. Succeeding war actions have been supported from this installation.

Temporary wartime housing was razed between 1948 and 1958 to provide some 600 acres of new subdivision and tract homes.



Thus, once again the traditional growth of a community has been strongly impacted by unusual circumstances; Port Hueneme has evolved from a small fishing village to a community heavily affected by military facilities' operations.

Current trends and future indications suggest that Port Hueneme may face more unusual impacts and opportunities. It is the responsibility of the City and its citizens to work together in realistic and optimistic plans for tomorrow; plans based upon the heritage of yesterday.

*Regional/Local
Environmental Setting*

The City of Port Hueneme is located about sixty miles north of Los Angeles and forty miles south of Santa Barbara on the Pacific Ocean beachfront.

Natural Environment

A. Land Form

Port Hueneme is located on the Oxnard Plain of the Ventura Basin within the Transverse Ranges Province of Southern California. The province consists of east-west trending hills and mountains separated by narrow to moderately broad valleys.

The Ventura Basin is bounded on the north by the Santa Ynez and Topatopa Mountains, bounded on the south by the Santa Monica Mountains, and contains several intra-basin chains of hills and mountains.

The highest elevations in the Ventura Basin are about 2,500 feet in the mountains to the north and east of Port Hueneme.

B. Geology

The Oxnard Plain represents the ancient delta of the Santa Clara River, formed at the end of the last glacial epoch when the Santa Clara was part of a much more extensive river system. Nonmarine sediments consisting of sand, silt, and clay were deposited on the deformed rocks of lower Pleistocene and older ages.

C. Seismic Conditions

Active or potentially active faults in the Ventura County area include the San Cayetano, McGrath, Oak Ridge, Camarillo Hills, Sycamore, Red Mountain, Simi-Santa Rosa, and Malibu faults.

California is located within the circum-Pacific earthquake zone and is the most seismically active of the 48 contiguous states. All of California experiences earthquake activity to some degree. In recent years Port Hueneme has experienced several seismic events per year, although most were quite small and detected only by instruments.

The Magnitude of an earthquake is a function of its energy release as measured on a standard seismograph (known colloquially as "Richter Scale"). Intensity refers to subjective evaluation of the physical effects of ground motion at a specific location. The Modified Mercalli Scale places these observations into a ranking scale, from barely perceptible to extensive damage, including ground rupture and destruction of masonry buildings.

There have been 91 earthquakes reportedly felt around Port Hueneme since 1769. There have been a total of 18 felt with Intensity VI (some fallen plaster, minimal damage) or greater, including at least three with Intensity VIII (toppling of chimneys, walls, other unreinforced structures). Even the highest intensities felt in this region in the past would cause only slight damage to modern structures.

Recurrence intervals can be developed from the historical data. A recurrence interval gives an indication of how many times per century an earthquake of a certain intensity might occur. This is a statistical calculation defined from historical probabilities. The following intervals have been calculated:

<u>Intensity</u>	<u>Occurrences per Century</u>
VIII	2.2
VII	4.0
VI	6.7

There is a large amount of seismic activity in the region, but it is relatively less intensive in the coastal Oxnard Plain. There are four major regional concentrations of epicenters: (1) the Los Angeles-Long Beach area; (2) the northern San Fernando Valley; (3) Kern County; and (4) the Santa Barbara Channel. The activity in the Santa Barbara Channel is due to continuing movement on several offshore faults and an earthquake swarm in 1968. This area affects the site more than other regional fault areas due to its proximity and continuing activity. Many of the events perceptible at the site have originated here, including one of Intensity VIII. This was also the probable epicentral area of the great earthquake of 1812.

Several recent earthquakes have occurred in the offshore area adjacent to the City. Two of these occurred in the Point Mugu earthquake, southeast of the City; and the Anacapa earthquake, southwest of the City. These earthquakes suggest continuing moderate seismic activity near the Oxnard Plain. These events have had a source on faults associated with the Malibu and Sycamore faults. There is also some indication of minor activity on the Oak Ridge fault between Oxnard and Ventura.

Ground acceleration (movement of the ground in one direction due to seismic activity) is related to earthquake intensity. The maximum probable surface ground motion has been estimated to be 0.30g horizontal acceleration, corresponding to Intensity VIII

ground motion on the Modified Mercalli Scale. Earthquakes of this intensity have been generated in the Santa Barbara Channel (1812 and 1925) and on the San Andreas fault near Fort Tejon (1857). Port Hueneme could experience Intensity VIII ground motion during similar events. (Based on a statistical analysis of historical earthquake data, it is calculated that such ground motion may occur about two times per century.) In addition to such shaking of the ground itself, earthquake ground motion may also contribute to landslides, subsidence, and soil liquefaction.

1. Subsidence is sinking of the ground surface caused by lowering of the ground water table or removal of fluids (oil or water) from subsurface strata. There have been several incidents of subsidence on the Oxnard Plain, but most have been in man-made fill or very loose material, and were not seismically related. There was considerable subsidence in the Santa Clara River floodplain associated with the Fort Tejon earthquake of 1857, and to a much smaller extent with the Point Mugu earthquake of 1973.

2. Liquefaction is the combining of surface soils with subsurface water, and the subsequent loss of soil stability. Soil liquefaction has occurred during earthquakes in stream beds which traverse the Oxnard Plain. Cracking and probable liquefaction in the bed of the Santa Clara River was reported during the Fort Tejon earthquake of 1857.

The U.S. Geological Survey has observed liquefaction along stream beds in the Oxnard Plain caused by the 1973 Point Mugu earthquake. Sand boils and fissures were observed in the Santa Clara River sands following these earthquakes.

The Oxnard Plain has a high ground water table and is underlain by several saturated aquifers. A general potential for liquefaction exists throughout the entire area. Based on empirical correlations of soil penetration resistance to relative density, preliminary opinion is that liquefaction or seismic mobility would occur in near-surface soils under design earthquake conditions (Intensity VIII). Preliminary opinion also is that soils below elevation -5 to -11 feet will not liquefy under design earthquake conditions.

The nearest probable fault is located offshore in Hueneme Canyon striking north-northeast toward Port Hueneme Harbor. This fault apparently cuts the late Pleistocene San Pedro formation but not the more recent material above.

3. Tsunamis, or seismic waves (often referred to as "tidal waves"), are generated by undersea seismic movement. The Ventura County coast has a low tsunami damage potential, but may be unsafe during such an event. These waves are not common.

Tsunamis in the Port Hueneme area can result from either local or distant generating mechanisms. There have been tsunamis associated with earthquakes occurring in the Santa Barbara Channel. These events are not well known or documented but could

generate waves several times higher than those associated with distant earthquakes.

The largest tsunami wave amplitude recorded at Port Hueneme was 8.8 feet, associated with the Chilean earthquake of 1960. Port Hueneme is somewhat sheltered by the Channel Islands from tsunamis generated in the North Pacific; however, the Channel Islands offer only minimal shelter from tsunamis generated in the South Pacific.

In addition to the mechanical force and flooding potential of these waves, strong sea currents could be created which could affect shipping. In enclosed harbors the damage resulting from strong currents induced by the long period oscillations of the harbors can outweigh the damage due to inundation by the tsunami itself. These currents can inflict damage by tearing loose moorings and vessels berthed in the harbor, and from scour around structures. Maximum current speeds of about 10 feet per second are not uncommon in enclosed basins where tsunami-induced oscillations have been recorded.

D. Marine Sediments

The direction of littoral drift of sand along the Ventura-Oxnard coast is predominantly from north to south (downcoast), although temporary reversals do occasionally occur during summer and fall. The rate of littoral drift in this area has been estimated to be on the order of 350,000 to 500,000 cubic yards per year.

Prior to the construction of Port Hueneme Harbor in 1938-40, much of the bottom material transported by longshore currents was trapped in the head of Hueneme Canyon and from there was transported down the canyon to the floor of the Santa Monica Basin. The construction of the North Jetty at Port Hueneme directed an even greater amount of sediment into the canyon, resulting in severe erosion of the beaches downcoast of the harbor mouth. A sand-bypassing project was initiated in 1953 to mechanically transfer sand past the harbor mouth.

The construction of Channel Islands Harbor in 1961 included a sandtrap, from behind which sand is dredged every two years and deposited downcoast of Port Hueneme. The width of the beach south of Port Hueneme is directly related to the amount artificially delivered to it from the Channel Islands to the sandtrap.

E. Hydrology

Drainage in the Port Hueneme area is generally poor. The gradient is sufficiently flat that artificial drains have been constructed to relieve ponded water conditions. Chemical quality of the surface waters draining the Port Hueneme area is highly mineralized due to discharges from surrounding agricultural and urban areas which

use groundwater. During wet seasons runoff into the drains dilutes the stream waters.

Intensive groundwater pumping for irrigation and the resulting sea water intrusion into aquifers beneath the Oxnard Plain has prompted detailed investigation of groundwater conditions by the California Department of Water Resources.

Aquifers beneath the Oxnard Plain are Pleistocene and Recent granular sedimentary units associated with the development of the Santa Clara River, its floodplain, delta, and estuary. The aquifers dip gently toward the coast and are present to depths of 3,000 feet or more. Six principal water-bearing units are defined. The aquifer units are confined under artesian pressure and are separated from one another by more or less continuous layers of silt or clay. The aquifers merge northeast of Oxnard, where they receive recharge from floodplain deposits of the Santa Clara River. Groundwater movement is normally toward the coast, and natural discharge is offshore through submerged outcrop areas.

Prior to 1920, the aquifers were confined under sufficient artesian pressure to cause wells to flow naturally. Pumping from subsequent irrigation caused water levels to decline gradually to a low of 40 feet below sea level in the 1960's. Water levels have recently begun to rise; groundwater elevation in the site area is now approximately sea level.

The water level drawdown caused by pumping has resulted in a reversal in gradient, such that beginning in the late 1940's sea water has invaded aquifers near the coast. The principal intrusion has occurred at Port Hueneme. The advance of sea water has been stemmed since the late 1960's due to decreased irrigation pumpage resulting from urbanization of farmland in the Oxnard-Port Hueneme area. The seawater intrusion is believed to exist only in the shallow Oxnard and Mugu aquifers.

F. Climate

The climate of Southern California coast around Port Hueneme is categorized as a subtropical mesothermal (temperate) warm climate with dry summers. The controlling climatic influence for this area is the Eastern Pacific high pressure system, which produces a persistent strong inversion aloft throughout most of the year, and forces cool, moist maritime air to move inland. Only occasional winter low pressure storm systems extend as far south as Port Hueneme. The combination of the permanent Pacific high pressure system, which expands and contracts from summer to winter, the mountains to the north and east, and the moderating influence of the Pacific Ocean results in mild weather throughout the year.

Port Hueneme experiences a relatively uniform annual temperature distribution. Mean monthly low temperatures at Point Mugu,

range from 45° to 58° F, while mean monthly maxima range from 62° to 71°. Monthly relative humidities range from 64 to 84 percent.

Extreme maximum and minimum temperatures at Port Hueneme are significantly more moderated by proximity to the ocean than those reported for Oxnard, and the resulting temperature extremes are less severe.

G. Terrestrial Biology

This section is concerned with naturally-occurring life forms in the Port Hueneme area. These flora and fauna are found in undeveloped areas. Areas currently or previously devoted to intensive human use (residential, commercial, industrial or recreational) do not contain significant populations of animal or plant life which have not been introduced by man, but instead exhibit cultivated plants (grass, flowers, trees, shrubs) grown for aesthetic or food value and domesticated animals (dogs, cats). Developed areas will not be treated in this discussion, which will focus on remaining vacant lands in the area, in particular near the beach.

1. Vegetation

a. Coastal Strand

The beach and dune sands are vegetated by low-growing, succulent plants able to tolerate shoreline characteristics (unstable, dry, infertile substrate, persistent wind, high light, evaporation, and sea salt aerosol). The flat portion of the beach is devoid of terrestrial plants. Landward, small scattered dunes, initially formed by silver beachweed and sea rocket, develop into a more or less continuous dune system vegetated by all six strand species.

Although dominant on many Southern California dunes, sand verbinas produce little plant cover in the Port Hueneme area. Sand verbinas appear to be intolerant to trampling, and this may account for their scarcity on the property. Sea rocket is an introduced species (presumably from ship ballast) which now represents a minor component of most Southern California strands.

2. Animal Life

a. Coastal Strand

Several species of lizards actually or potentially occur in the dry, sandy habitat of the coastal strand. Notable among these may be the California legless lizard, which is generally restricted to this kind of habitat in coastal areas.

Among rodents, only house mice exist in high numbers on the strand. California meadow mice and pocket gophers are found

on the landward side of the dunes where dune vegetation integrates with the salt marsh.

The Audubon cottontail and black-tailed hare utilize this habitat, as does the raccoon from time to time.

The coastal strand is utilized by numerous bird species, especially gulls and certain shorebirds, which spend long hours resting and/or feeding on the sandy beaches. Suitable breeding habitat exists for snowy plovers and California least terns.

Bird use would primarily involve feeding in the area by pigeons and doves, blackbirds, starlings, certain sparrows, killdeer, horned larks, and gulls.

b. Ocean

The Harbor seal and California sea lion are seen in the area on a more or less regular basis. California sea lions, in particular, feed in the offshore areas and haul up on the rocks of the jetty at the harbor mouth. Several oceanic birds (petrels and shearwaters) and such coastal species as cormorants and brown pelicans use the ocean adjacent to Port Hueneme for feeding. Some may, on occasion, use the coastal strand and harbor jetty for resting and related activities.

H. Marine Biology

Treatment of marine biology will be limited to immediate offshore areas only. It is not anticipated that any portion of the planning process for the City will involve any portion of the marine environment beyond the immediate intertidal area.

1. Habitats

The submarine topography immediately adjacent to the City is composed of a gently sloping, sandy bottom extending seaward approximately 1.5 miles to the 10-fathom line. Moving progressively deeper, a greater percentage of mud is encountered, along with some shell fragments. The dominant submarine topographical feature of the area is Hueneme Canyon, a deepwater area approaching to within several hundred yards of shore.

The other important feature of this area is Port Hueneme itself, which was formerly an area of undisturbed wetlands supporting animal and plant associations. Its conversion into a usable port necessitated construction of wharves, breakwaters, and other structures which changed not only the harbor itself, but also the coastal zone. Breakwaters now provide an artificial rocky habitat.

Other relevant, subtidal, man-made changes pertinent to this investigation include the addition of two municipal waste treatment outfalls and two thermal outfalls from fossil-fueled power

plants. The Port Hueneme Municipal Waste Treatment Plant's outfall discharges in about 35 feet of water. It is located adjacent to the Port Hueneme Municipal Pier. This outfall will be shut down in the near future, and the waste water will be transported to the Oxnard Municipal Treatment Plant. The Oxnard Plant's outfall extends several thousand feet offshore and is located approximately one mile east of the Port Hueneme City limits. The Ormond Beach Generating Station is located about two miles southeast of the City while the Mandalay Generating Station is roughly five miles to the northwest. The net result of these outfalls and associated riprap is to increase the "rocky" habitat available for colonization by plants and animals.

The physical impact of man-made structures in the nearshore study area has been to increase habitat complexity. Artificial nutrient enrichment from the waste treatment outfalls may also have increased the productivity of the area.

The primary types of plant and animal habitats presently found within the study area include: a sandy beach surf zone, extending from the upper shore-washed beach to just seaward of the breaker line; a sandy muddy area beginning at the terminus of the surf zone and gradually sloping into deeper water; the Hueneme Canyon, an area where primarily deepwater or northern species may be found relatively close to shore; the overlying water mass, supporting primarily pelagic organisms; the Port Hueneme Harbor itself; and all the artificial solid substrate — including the breakwater, retaining walls, and outfalls. Each of these areas may support a different assemblage of organisms.

The sandy bottom leading up to the seaward face of the jetty is littered with debris. The biota of the jetty was unusual only in that it contained elements which are usually found in deeper water. Included in these were the corals and the Blue and Olive rockfish. The nearby location of the submarine canyon probably accounts for these shallower bathymetric distributions. The remainder of the recorded biota is typical of similar habitats in Southern California.

2. Surf and Bay Fishes

The most abundant fish are Northern anchovies, the primary food for virtually all large fish-eating carnivores in Southern California. Northern anchovies are ubiquitous, locally forming large, dense schools. Deepbody and Slough anchovies are also ubiquitous in their distribution, but not nearly as abundant as the Northern anchovy.

Silversides (California grunion, Jacksmelt, and Topsmelt) also figure prominently in the nearshore region. All are schooling fish, and may be locally abundant. Silversides are forage fish for other species.

The most important surf and bay fishes from a sportsman's point of view are the croakers and surfperches. Barred and Walleye surfperch, California corbina, and Spotfin croaker are the dominant, and the most sought-after, surf zone fishes. All of these species spawn in relatively shallow water along the shore or in bays.

3. Shallow Water Fishes

The present trawl data are sufficient to establish fish species dominance in shallow waters (from roughly 10 to 40 feet). Data suggest that surfperches are dominant in this zone, as they are in the surf zone. Drums are also important, although not as much in this zone as in the surf. The most important sportfishes are the Barred, Walleye, and White surfperches and White croaker. Other species are not normally included in the fisherman's bag, either because of small size or unpalatability.

4. Unique Ecosystems

No rare or endangered marine invertebrates, plants, or fish exist in the Port Hueneme region. The Northern elephant seal, a protected species in California, may infrequently utilize the area, although no positive sightings have been verified. All marine mammals are protected by federal law. The California brown pelican and the California least tern are the only endangered marine animals known to utilize the area. The former species is wide-ranging and has been observed within the entire area. The Channel Islands are the main pelican nesting areas in California. Feeding and resting have been observed on the Port Hueneme coast. It is, however, highly unlikely that nesting occurs there.

A. Context

Assessment of the "non-natural" physical environment is necessary in order to determine adequacy of existing service systems and to describe needed changes to accommodate proposed growth and community development. The following analysis summarizes this assessment.

B. Utility Systems

An investigation of the water and sewer systems was performed to determine capabilities of the systems under existing uses.

1. Water

The City of Port Hueneme buys its water from United Water Conservation District. The water is transported to the City in a 24" line in Pleasant Valley Road. Three taps are made in the line on Pleasant Valley, located between Evergreen and Ventura, Ventura and Ponomo. A pressure reducer is at each tap and 59 psi is maintained at each connection. A 250,000 gallon water tower and 3 wells (2 in Bubbling Springs Park and 1 at Channel Island) are available for standby water. These wells could be utilized for domestic use if the water was treated. The area south of Hueneme could be served by a large line coming off at Pleasant Valley Road. A 90 psi line could be utilized in the industrial area if the system were kept separate from the domestic system.

Thirty six hundred acre feet of water are currently available from the United Water District. More water can be negotiated if necessary.

The lines south of Pleasant Valley Road are about 35 years old. The small lines are slated for replacement in the next 10 to 15 years. Lines north of Pleasant Valley Road were constructed between 1955 and 1965, while the first lines constructed north of Channel Islands Boulevard were done in 1963. Lines in both of these areas are considered adequate for current and expected uses.

2. Sanitary Sewers

The existing sewer system is a combination of smaller gravity systems and lift stations draining toward Surfside Drive where they are collected and treated in a City sewage treatment plant. Evaluation of this system shows no major flow restrictions or undersized lines, however the 150 gpm lift station at San Pedro Street and Clara Street probably is not capable of handling peak flows as set forth in the Ventura County Sewerage Manual.

Three lift stations south of Pleasant Valley Road are due for replacement, so there is considerable latitude on the capacity of the system.

The vacant industrial area can be served by the new gravity line which is now under construction.

As mentioned in Natural Environment, Section H.1 the Port Hueneme Municipal Waste Treatment Plant will be shut down in the near future and waste water will be transported to the Oxnard Municipal Treatment Plan. The City of Port Hueneme Public Works Department played an integral part in the development of plan proposals which resulted in the decision to close the Port Hueneme Waste Treatment Plant. Careful review of potential sewage levels was made to insure the availability of future service. No significant problems or service limitations were identified.

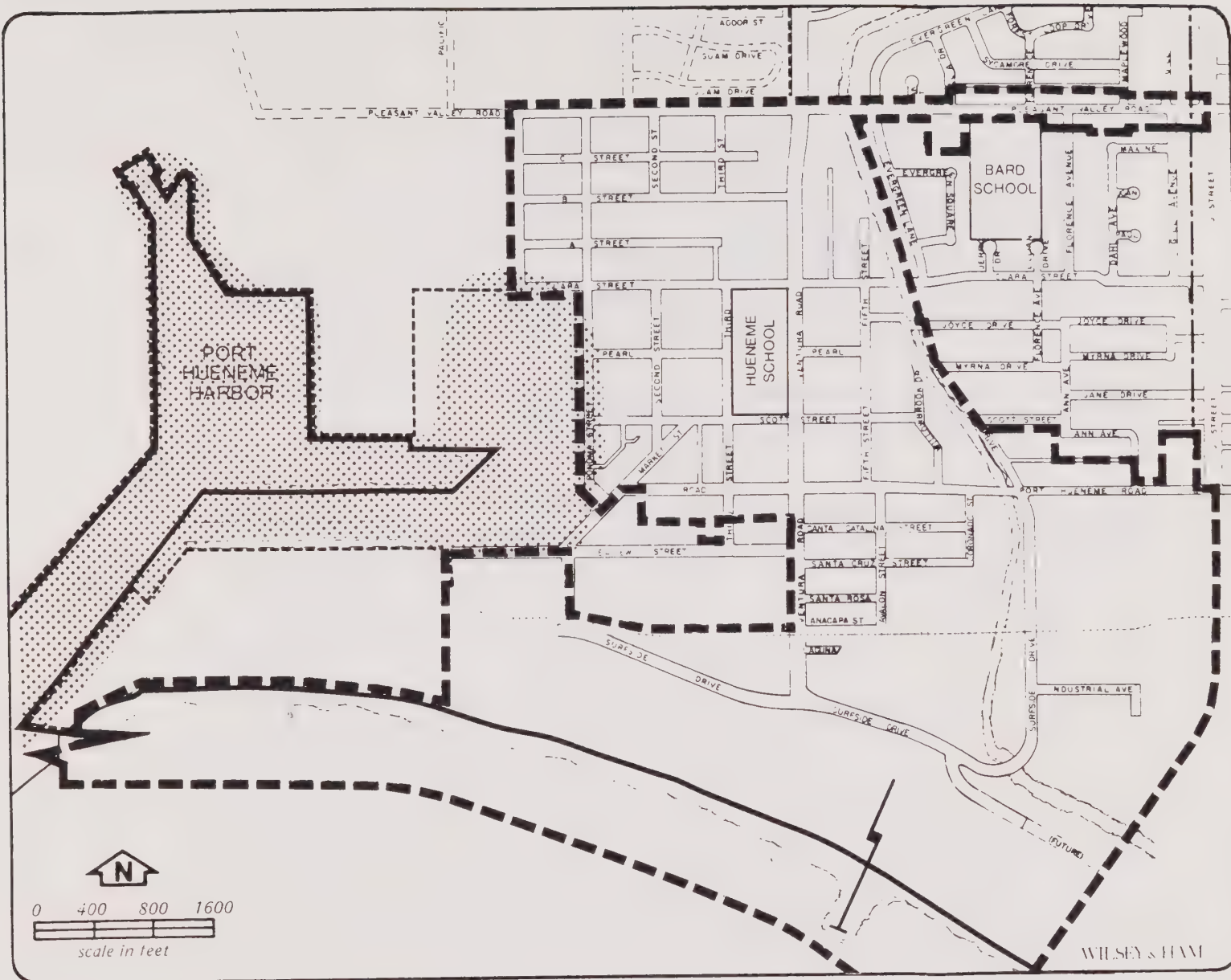
3. Flood Control

Drainage within the City is poor and a number of artificial drains have been constructed to relieve ponded water. Current drainage facilities are generally considered adequate to serve the City. No major flood control projects are designated except a \$50,000 upgrading of the Port Hueneme Drainage Pump Station scheduled for 1978. This pump station is located under Port Hueneme Road at the Harbor entrance. It pumps water into a higher portion of the City's main storm drain under Ventura Road and Surfside Drive. Improvement of the pump station will alleviate "nuisance" water, i.e., water that ponds, which along with most of the City's runoff, is drained into the sea through another pump located in Oxnard just east of the Port Hueneme City Limits. Storm drain systems serving the City are maintained by the Ventura County Public Works Department.

The several large vacant areas in the southern portion of the City which tend to absorb most of the rain which falls on them were all the result of redevelopment clearance activities. The present drainage system was designed when these areas were completely urbanized and basically impervious to water. Future development is not expected to increase runoff above past levels.

A small portion of the City is within the National Federal Insurance Administration's Special Flood Hazard Area, Zone A, (see Figure 2). Zone A is defined as a 100-year flood plain, i.e., that area which is expected to flood during conditions estimated to occur once every 100 years. It represents an area which would flood during extreme high tides and waves or in the advent of a major tsunami (seismic sea wave). The City is not subject to flooding from runoff or other terrestrial conditions.

The federal government requires that all structures in Zone A have flood insurance and that all new structures conform to federal land use regulations. These regulations include flood proofing of any new buildings to the level of a 100-year flood. There are no residences within Zone A.



FIA FLOOD HAZARD AREA

 Special Flood Hazard Area (Zone A) June 8, 1974

 Central Community Redevelopment Project Boundary

SOURCE: Department of Housing and Urban Development, Federal Insurance Administration, City of Port Hueneme, CA. (Ventura County)
Map Index No. 01-02

4. Electricity and Gas

Electrical power and energy is provided to the City by the Southern California Edison Company. Edison presently operates two major oil and gas fueled generating stations in Ventura County consisting of the Ormond Beach Generating Station and the Mandalay Generating Station. The total electrical generating capacity of the two sources is 2,051,000 kW. The energy is transmitted and distributed to various points in Ventura County and by their integrated power network to other counties throughout Edison's service territory.

The present electrical system is considered adequate and there are no major additions or improvements planned through the next ten year planning period.

The Southern California Gas Company services the City. The present gas transmission system within the City is considered adequate and there are no major improvements planned.

C. Circulation Systems

1. Pedestrian and Bicycle

No developed pedestrian walkways or hiking trails have been constructed within the City. Major pedestrian activity is limited to usage of the Beach Park. Bubbling Springs Park and Moranda Park are not linked to the beach by pedestrian access routes.

There is one marked bicycle path/lane system which links Bubbling Springs Park to the beach. This bicycle route, while marked, is not fully developed. There are no marked bicycle routes running parallel to the beach.

2. Automobile and Bus

Roadways within the Project Area are classified under three basic categories. They consist of:

- o Major Highways -- These are primary circulation facilities which distribute and collect freeway bound traffic, accommodate intra-city trips, as well as serve other medium distance movements. Port Hueneme Road (east/west) Ventura Road (north/south) and Channel Island Boulevard (east/west) are considered major highways.
- o Secondary Highways -- These streets distribute and collect traffic which is generated in the area circumscribed by major highways. Pleasant Valley Road is the only secondary highway in the City, although on busy weekends and holidays, Surfside Drive may serve as a secondary highway for beach related traffic.
- o Local Streets -- These streets provide local access and comprise the remainder of the streets within the City.

An Environmental Impact Report prepared for the Surfside Condominium Development (March 1975) estimated that Ventura Road is operating at 60% of its capacity while Pleasant Valley Road is operating at 80% of its total capacity.* Following the methodology in this EIR, it is estimated that Pleasant Valley Road could absorb approximately 3,080 additional vehicles per day (15,400 ADT), while Ventura Road has a remaining capacity of 6,640 vehicles per day (16,600 ADT).

Traffic congestion is not considered a significant problem within the City.

* Surfside Beach Area, Environmental Impact Report, City of Port Hueneme, March 1, 1975.

Pleasant Valley Road receives heavy traffic from the port and Naval station; as a result minor traffic congestion during peak hours sometimes occurs. The intersection of Ventura Road and Hueneme Road had previously been the scene of traffic movement problems, however this intersection was recently signalized and now functions efficiently.

The Beach Park has parking for 375 vehicles and is congested only on major holidays when a maximum of 12,000 persons use the beach (this is limited to one or two times per year). On normal summer weekends the beach attracts approximately 5,000 persons per day and does not represent a major traffic congestion problem.

The route of the major public bus line serving the City runs along Channel Island Boulevard, Ventura Road, and Hueneme Road. The service provided by this line in terms of bus miles traveled in Port Hueneme is summarized below.

Public Bus Service

Area	Mileage 1974/75	Mileage 1975/76
Port Hueneme	27,201	20,500
Total Ventura County	889,294	875,436

Source: Ventura County Public Works Department

3. Rail

The southern portion of the City is traversed by a single-track railroad line which serves Port Hueneme Harbor and is maintained by the Ventura County Railway Company. The use of this rail line is sporadic and totally dependent on harbor related activities. On some days the line is not used, while on others one or two trains, with an average maximum length of four box or refrigeration cars unloads at a lemon warehouse in the harbor area. Railroad operations are restricted to between 7:00 A.M. and 10:00 P.M.; there are no nighttime operations.

Traffic on the Ventura County Railway could significantly increase should heavy industrial development occur east of Port Hueneme in Oxnard. If the proposed "mini-mill" is developed, as many as 30 rail cars daily will be needed to transport finished steel billets to the harbor. This may require two additional train trips above current movements. While this situation is not expected to adversely impact local street circulation, a severe problem may arise because of limited switching facilities if more than 23 cars are transported to the port at any one time. It should also be noted that existing protection devices at the rail crossings on Surfside Drive may eventually require substantial improvements should projected increases in both the number and size of rail movements along this route occur.

D. Public Facilities

1. Schools

There are four elementary schools in the Hueneme School District which serve the City. They include:

- o Hueneme School (7 acre site) which serves the area west of Avalon Street, Willowbrook Street and the Bubbling Springs Channel. Total enrollment in 1975-1976 was 434.
- o Bard School (10 acre site) which serves the area east of the Bubbling Springs Channel. Enrollment in 1975-1976 was 632.
- o Parkview School (8 acre site) which serves the area from Pearson Road to Bubbling Springs Channel. Enrollment in 1975-1976 was 568.
- o Sunkist School (9 acre site) serving the area north of Pearson Road. In 1975-1976 total enrollment was 608.

There is also a private elementary school, Hueneme Christian Elementary, located directly north of the City Hall. In 1976 it had a total enrollment of 38 Port Hueneme students.

The area north of Channel Islands Boulevard is served by the Oxnard Elementary School District. Approximately 141 students went to school in the Oxnard District in 1976 from this area.

Total enrollment in the Hueneme School District has dropped from 6,882 students in 1969-70 to 6,545 students in 1975-76. Construction of condominium units along the beach front have generated lower numbers of school age children than single family units which once occupied the same sites.

2. Medical Facilities and Convalescent Homes

The primary medical facility within the City is the 49-bed Belinda Hospital and medical offices located directly north of Hueneme School. No expansion of these facilities is foreseen at this time. There are also three convalescent homes in the City. One facility, Twin Palms, located at the corner of Clara Street and Second Street has 89 beds, while two small homes -- Hills Rest Home and Millers Celtic Rest Home -- have 5 and 6 beds, respectively.

3. Public Housing

The City participates in federal housing programs and maintains a local Housing Authority. This Housing Authority has jurisdiction

over 48 units of leased housing and 110 units of conventional housing, as well as 60 units of senior citizen housing (Mar Vista) and 50 units of low income housing (30 units on Willowbrook Street and 20 units on Coronado Street).

4. Open Space and Recreation Areas

The major open space and recreation areas within the City are listed below:

- o Hueneme City Beach Park covers approximately 68 acres of land. It contains a public fishing pier which has mercury vapor lights, fish cleaning sinks, drinking fountains and benches. Within the park there are 80 picnic tables and 35 barbeque pits, 14 pieces of children's play equipment, two restroom buildings, public parking for 375 vehicles and extensive landscaping. A building containing a bait and tackle shop and snack bar has been constructed in the park by a private investor under a long term lease agreement with the City. This park serves the local community as well as attracting visitors from throughout the County.**
- o Richard Bard Bubbling Springs Park covers approximately 20 acres. It contains picnic facilities, children's play equipment, and public parking. A community center with an auditorium, two meeting rooms and two kitchens is also located in this park.**
- o Moranda City Park contains approximately 7 acres. It includes 8 tennis courts, 2 soft-ball diamonds, 2 volleyball courts, 2 basketball courts, 2 horseshoe rings, 2 handball courts, a tot-lot, and a small multi-purpose building.**
- o Joseph R. Bolker Park contains approximately 4.6 acres. It provides open space for the area north of Channel Islands Boulevard, and has children's play equipment, picnic tables, as well as barbecue pits.**
- o Elementary Schools provide open space for the activities of younger children.**
- o Triangle Park is a small "island" between Market Street and Scott Street which has been landscaped and provided with lights as well as benches.**
- o Condominium recreation facilities including game rooms and swimming pools are provided for the use of residents in the various condominium developments fronting the beach.**

5. Public Facilities

These include the three year old Civic Center complex, the City yard, Edison Company power substation, the City's sewage treatment plant (which is expected to cease operation in the near future, service being provided by the Oxnard Municipal Treatment Plan, see Man-Made Environment, Section B.2) and County Fire Station 53.

The entire City is served by County Fire Station 53 which is currently maintained by three active duty firemen and 10 reserves. Plans call for station manpower to be increased by one man in January 1978. There are three fire fighting vehicles attached to the station; they include two pumpers and a patrol unit.

6. Historic Sites

There are currently three historic sites within the City which have been officially designated by Ventura County. These include the Improvement Club House at the southeast corner of Third and Scott Street, the site of the original Port Hueneme Wharf, and the Bard Memorial Plot located southwest of the intersection of Park Avenue and Ventura Road. Historical markers are present at each of these three sites. The bank building currently housing the City museum as well as the Chamber of Commerce is expected to be officially designated by Ventura County as an historic site in the very near future. This structure is located at the corner of Seaview Street and Port Hueneme Road. In addition, the Bard Mansion/Officers Club located on the USNCBC is also pending designation as an historical site.

The following sites are proposed by the City for historic designation: (1) the Insectory located northwest of the intersection of Port Hueneme Road and Fifth Street; (2) site of the original Lemon Packing House located southwest of the intersection of Port Hueneme Road and Seaview Street; (3) Bubbling Springs Street located within Bubbling Springs Park; and (4) the Farrel Home located on the USNCBC.

E. Air Quality

The air quality of Ventura County has been well documented in the Air Quality Issue Paper, May 1976, published by the Ventura County Regional Land Use Program staff. The findings of this report are summarized below:

- o Ventura County has an air quality problem, due to high levels of air pollution and the likelihood that air pollution will increase. (See following page.)
- o A temperature inversion, similar to that in the Los Angeles Basin, is common in Ventura County. The inversion is most common during the late summer and early fall.

**ESTIMATED AUTOMOBILE EMISSIONS
IN VENTURA COUNTY (1975)***

Emission Factor	Tons/Day
Hydrocarbons (HC)	9.91
Carbon Monoxide (CO)	77.41
Oxides of Nitrogen (NOX)	8.04
Oxides of Sulfur (SOX)	0.54
Particulates	0.32

* State of California Factors (7-mode). Based on 2,430,000 automobile vehicle miles traveled from the Ventura County Subregional Transportation Plan 1975, Ventura County Association of Governments.

**VENTURA COUNTY OXIDANTS
PERCENTAGE OF ADVERSE DAYS
July — September**

	1970	71	72	73	74	75
Camarillo	49	40	19	43	55	10
Ojai	—	81	69	87	98	81
Ventura	—	—	—	20	28	14
Simi	—	—	—	95	93	89
Santa Paula	—	—	—	51	59	49
Port Hueneme	—	—	—	6	18	—
Point Mugu	—	—	—	—	1	9
Thousand Oaks	—	—	—	58	57	60

Source: Ventura County Air Pollution Control District.

- o Air quality is measured by the Ventura County Air Pollution Control District (APCD).
- o Photochemical oxidants and particulate matter are the most significant air quality problems in the County.
- o Port Hueneme has a low percentage of days between July and September when the percentage of oxidants in the air is adverse. See preceding page.
- o Particulate matter in Port Hueneme is high. In 1974 the percentage of days exceeding California Standards* reached 51.72%, compared with 18.96% at Oxnard during the same period.

While Port Hueneme is second only to Point Mugu in experiencing the lowest percentage of adverse days of all cities in the County relative to oxidants, the City has also been reported as having the highest levels of particulate matter in the County. However, the Ventura County APCD has suggested that this adverse condition is due to high sodium counts resulting from harmless ocean salt sprays. As such, Port Hueneme's particulate problem is not as serious as it would at first appear.

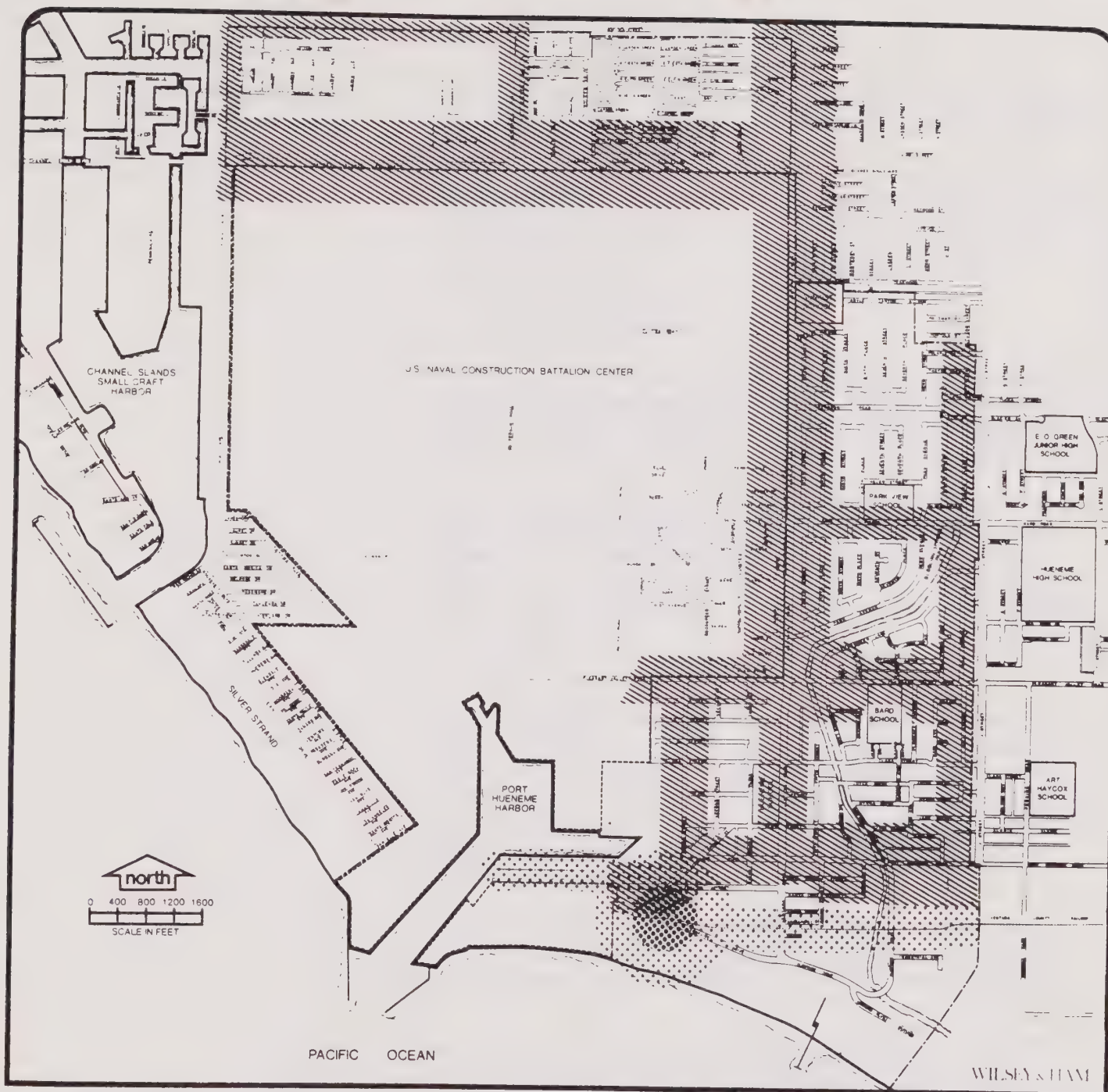
F. Noise Environment

Existing and potential noise sources within the Project Area are discussed in the Noise Element of the Ventura County General Plan (October 1974). This data is still valid at the present time. The primary noise generators within the City are vehicular traffic and the Ventura County Railway.

Figure 3 illustrates areas where potential noise impacts may warrant further study prior to approval of a specific development project. The figure does not show precise noise contours, and is based on maximum potential impacts. The very low number, size and times of railroad activity, as well as vehicle traffic normally well below street carrying capacities indicates that the adverse effect of noise are not severe.

The City has received no noise complaints related to vehicle traffic, although there have been a minor number of complaints concerning harbor related industrial activity. Such complaints are very infrequent (less than one or two per month) because of the small number of adverse noise producing activities in the harbor which impact residential areas.

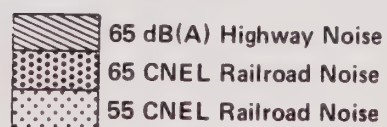
* California Standard for Particulate Air Quality measured in percent days exceeding 100 ug/m³.



NOISE ELEMENT

CNEL And dB(A) contours should not be compared with each other due to different bases of measurement.

SOURCE: Ventura County Planning Department



Economic Base Analysis

Realistic evaluation of land use options requires the determination of general economic conditions affecting the City, and the relative development potentials which are available.

The Port Hueneme CDAP Program recognizes this basic principal. Accordingly, the Plan is based upon extensive economic analyses and market support studies which were conducted during the preparation of the land use plans and programs.

A. Market Area Definition

The analysis and determination of economic base factors for the City of Port Hueneme requires definition of the City's "market area". This refers to the geographical area within the region which affects or is affected by economic activity within the City.

A primary market area is designated as the Oxnard Plain Economic Region, which includes the Cities of Camarillo, Port Hueneme, Oxnard, Ventura, and their surrounding areas. The secondary market area is described by the Oxnard-Simi-Ventura Standard Metropolitan Statistical Area, which coincides with Ventura County.

B. Population Characteristics

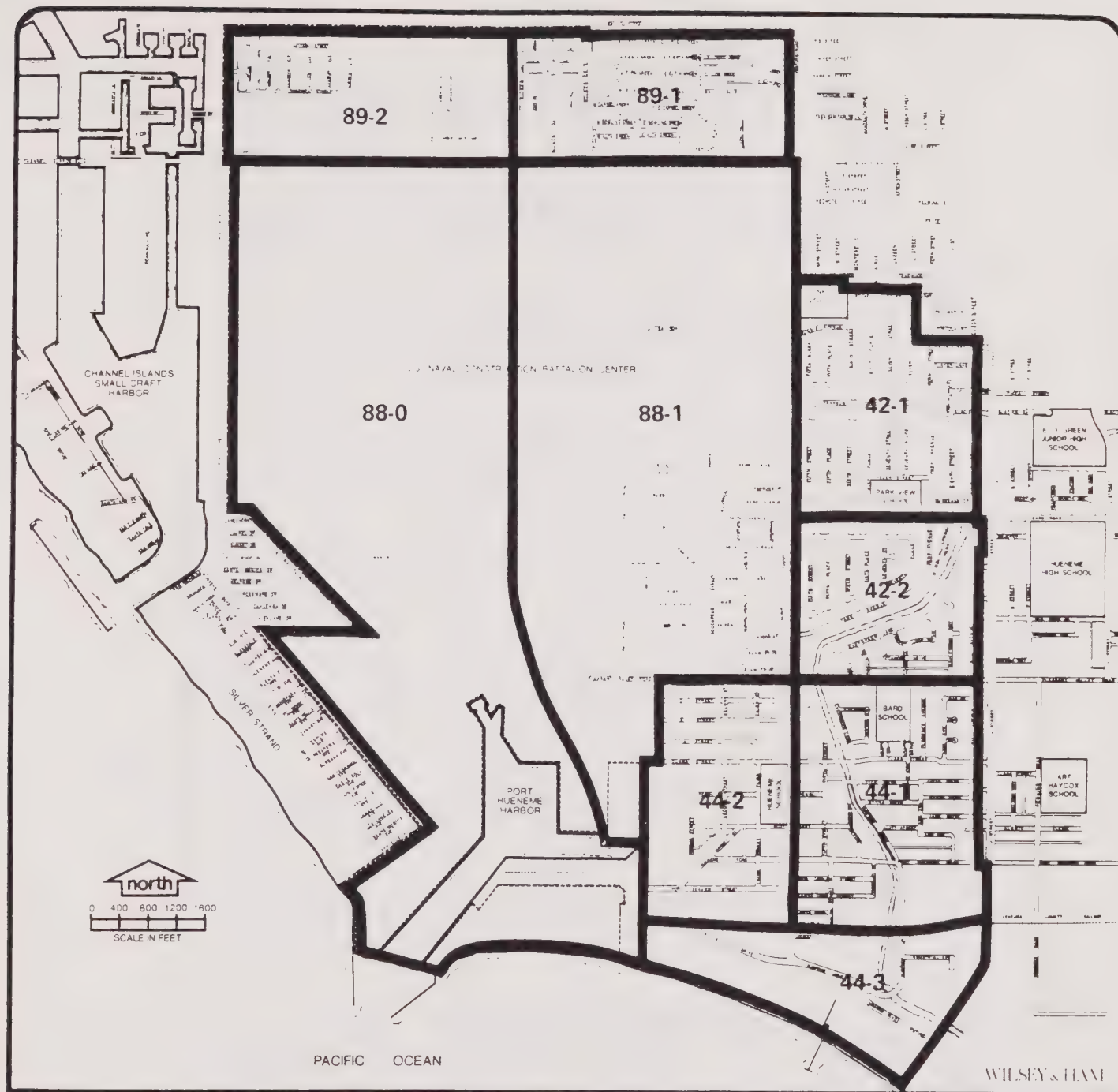
In 1975 the City of Port Hueneme, in conjunction with the cities and County of Ventura, contracted with the State of California, Department of Finance, to conduct a special census. The project was completed in February of 1975. Its purpose was two-fold; first, to provide an accurate and official measure of Port Hueneme's population, and secondly, to serve as an accurate data base for future planning studies.

The City is divided into nine census tracts, however tract 88-0 was not included in any comparative analyses because of the absence of any persons residing within its boundaries (see Figure 2).

The major results of the census are listed on Table 1. These include evaluation of many individual factors related to population, principal wage earner, transportation, education levels, income, housing, and crime.

Between 1970 and 1975, the population in Port Hueneme increased by 2,512 persons and totaled 16,807 in 1975. This numerical change represents an increase of approximately 18 percent for the entire five year period. However, the State Department of Finance has estimated that the average annual rate of increase has declined significantly since 1973 (there was an increase of only 1.60% between 1974 and 1975).

Consistent with this general downward growth trend is the rapid decline in household size. There was a decline of approximately 12 percent between 1970 and 1975.



CENSUS TRACTS WITHIN PORT HUENEME

SOURCE: 1975 Special Census, City of Port Hueneme

Table 1

SUMMARY OF 1975 SPECIAL CENSUS — PORT HUENEME

Census Category	Census Factor	Census Tract					
		42-1	42-2	44-1	44-2	44-3	City Total
Population Distribution	Number of Households	773	524	957	742	64	5,089
	Household Population	3,114	1,844	2,725	1,834	124	16,807
	Population Per Household	4.03	3.51	2.84	2.41	1.94	2.88
Age Distribution	1/ Children (Under 18)	1,373	712	953	576	18	5,125
	Adults	1,675	1,041	1,621	1,092	98	8,401
	Elderly (65+)	66	91	151	166	8	1,250
Ethnic Distribution	2/ Caucasian (other)	2,406	1,387	2,046	1,062	119	11,715
	Black	75	42	68	94	0	402
	Mexican American	407	297	512	529	2	1,900
	American Indian	30	6	13	5	0	57
	Oriental	182	101	76	134	1	632

1/ Total population from which age distributions were tabulated excludes 2,031 persons living in group quarters on the USNCBC.

2/ Total population from which ethnic distributions were tabulated excludes 2,031 persons living in group quarters on the USNCBC and 70 persons for which sex and/or race was unknown.

Table 1, Continued

Census Category	Census Factor	Census Tract									City Total
		42-1	42-2	44-1	44-2	44-3	88-1	89-1	89-2		
Occupation of Principal Wage Earner	Professional and Related	118	87	132	73	21	23	164	128	846	
	Craftsmen and Related	180	123	176	120	9	89	64	68	929	
	Service Worker	102	58	97	43	5	14	31	19	369	
	Retired/Not in Labor Force	78	101	219	235	11	20	568	62	1,294	
	Others	113	54	333	253	18	341	282	174	1,651	
	Total	773	524	957	724	64	487	1,109	451	5,089	
Primary Place of Employment (Principal Wage Earner)	Port Hueneme	201	128	346	171	25	457	169	66	1,563	
	Oxnard	309	174	262	169	8	4	225	156	1,307	
	Other Areas in Ventura County	151	102	105	112	12	5	121	131	739	
	Outside Ventura County	112	120	244	272	19	21	594	98	1,480	
	Private Auto	725	497	784	463	56	443	979	382	4,329	
Primary Transportation (Principal Wage Earner)	Bus	12	4	37	65	3	0	14	7	142	
	Walk	2	2	36	39	0	13	21	2	115	
	Other	34	21	100	157	5	31	95	3	503	
Education Level (Principal Wage Earner)	Median School Years Completed	11.53	11.50	11.41	11.31	13.25	11.81	12.58	12.50	11.68	

Table 1, Continued

Census Category	Census Factor	Census Tract							City Total
		42-1	42-2	44-1	44-2	44-3	88-1	89-1	89-2
Income Analysis	Median Family Income	\$11,780	\$11,402	\$ 7,700	\$ 4,985	\$12,400	\$ 9,703	\$10,782	\$10,586
	Poverty ^{1/} Level	\$ 5,074	\$ 4,648	\$ 4,059	\$ 3,746	\$ 3,361	\$ 5,181	\$ 3,328	\$ 3,599
	Households ^{2/} Below Poverty Level	59	59	180	185	2	18	46	24
									569
Military	Household Head on Active Duty	86	46	148	114	4	447	66	29
Crime ^{3/}	Crimes Per 100 Persons	1.19	1.30	3.38	3.82	18.55	n.a.	2.46	2.00
Housing	Total Number of Units	780	538	1,042	987	273	500	1,251	603
	Vacant Units	7	14	85	263	209	13	142	152
Rent ^{5/}	Median Monthly Housing Cost	\$ 156	\$ 134	\$ 133	\$ 118	\$ 209	\$ 171	\$ 165	\$ 174
Residence ^{6/}	Median Years at One Location	6.11	5.16	1.87	1.44	0.84	1.04	2.83	1.45
									2.17

Source: City of Port Hueneme, 1975 Special Census.

1/ Poverty level established for each census tract is an approximation on household size characteristics as related to Ventura County Department of Manpower income/household size indicators.

2/ Households below poverty level is an approximation based on the average persons per household for each tract and the number of households responding to questions related to income.

3/ Non-Violent criminal offenses committed in residential areas only.

4/ Includes 195 units under construction, 249 units used as secondary residences, and 3 seasonal units.

5/ Payments for Renter/Owner occupied housing.

6/ Includes all households.

Port Hueneme's population of 16,807 is dispersed among a total of 5,089 households. This includes 2,128 persons living in military group quarters for which no household counts were made. For this reason, the City's average household size of 2.88 persons is based on a household population of 14,679.

The 1975 Special Census concluded with a problem summary section intended to serve as an indicator of major social and/or physical problem areas within the City. Based on the scope of data retrieved, the following factors were considered to be the most appropriate indicators of community health: education (school level of heads of households); unemployment (principal wage-earners); poverty (families below poverty level); crime (residential rate); housing costs (renter-housing); neighborhood stability (length of residence at a single location); and vacancy rates (all housing).

The above mentioned data was synthesized and a residential early warning matrix was developed. All census tracts in the City were evaluated according to the relative degree of concentration (intensity-percent of tract totals) and magnitude (extent-percent of City totals) of each of the preceding indicators. Each cell in the matrix (see Table 2) contains two scores; the top number relates to problem concentration and the bottom one relates to problem magnitude. A scale of one to three is utilized for problem evaluation; a score of one indicates the existence of minor problems whereas, a score of three is indicative of a major problem area.

As indicated by early warning point totals, tracts 44-1 and 44-2 have by far the highest concentration and magnitude of social and/or physical problems in the City.

C. Income

As shown in Table 3, Ventura County and the market area reflect the income distribution patterns of growing areas. This data shows that income of \$25,000 or greater increased significantly; confirming evidence of a maturing economy.

D. Employment Trends

Total employment in Ventura County grew rapidly in the 1960's, reflecting the large gains in population and subsequent increase in the services and goods required. In addition, many aerospace firms were attracted to Ventura County by research and testing facilities at Point Mugu Naval Base. As population grew, retail trade, construction and services increased to accommodate the expansion. Table 4 describes total civilian employment figures for California and Ventura County for 1960 through 1975. As shown, the County grew at an annual rate of about 7 percent between 1960 and 1970, while California experienced a much lower rate of less than 3 percent. Growth in total civilian

Table 2

RESIDENTIAL EARLY WARNING MATRIX

Early Warning Factors

Census Tract	Education		Unemployment		Poverty		Residential Crime		Housing Costs		Neighborhood Stability		Vacancy Rate		Total
	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	
	3	1	1	3	1	3	1	3	3	1	3	1	1	3	
42 Area 1	2/2		1/1		1/2		1/2		2/2		1/1		1/1		9/11
42 Area 2	2/2		2/1		2/2		1/1		2/2		1/1		1/1		11/10
44 Area 1	3/3		3/2		3/3		2/3		2/3		3/3		2/2		18/19
44 Area 2	3/3		3/2		3/3		2/3		3/3		3/3		3/3		20/20
44 Area 3	1/1		2/1		1/1		3/1		1/1		3/1		3/3		14/9
88 Area 1	2/1		1/1		1/1		---		2/1		3/3		1/1		10/8
89 Area 1	1/2		3/3		1/1		1/2		2/2		2/3		3/2		13/15
89 Area 2	2/1		2/1		1/1		1/1		2/1		3/2		3/2		14/9

Source: City of Port Hueneme, 1975 Special Census.

Table 3

**INCOME DISTRIBUTION FOR VENTURA COUNTY
AND THE OXNARD PLAIN ECONOMIC REGION**

1970 — 1975

	<u>Ventura County</u>		<u>Oxnard Plain Economic Region</u>	
	<u>1970^{1/}</u>	<u>1975^{2/}</u>	<u>1970^{1/}</u>	<u>1975^{2/}</u>
Less than \$ 7,000	23.8	23.0	25.0	28.0
\$ 7,000 - \$ 9,999	18.0	13.0	19.3	15.0
\$10,000 - \$14,999	31.3	26.0	31.0	24.0
\$15,000 - \$25,000	22.2	29.0	20.3	26.0
\$25,000 or more	<u>4.7</u>	<u>9.0</u>	<u>4.4</u>	<u>7.0</u>
Total	100.0	100.0	100.0	100.0

1/ United States Census, 1970 and Urban Projects, Inc.

2/ Socio-Economic Profile of Ventura County - 1976 and Urban Projects, Inc.

employment in both the State and Ventura County slowed in the period 1970 to 1975, reflecting the general economic recession.

The County was also affected by the general industry slowdown occurring in Los Angeles County during the 1970s; especially in the construction industry. The 1974-75 employment figures reflect the continual decline in economic activity statewide. However, Ventura County continued to grow faster than the State; a comparative annual rate of 3.9 percent to 2.4 percent.

The general impact of these trends has been a lower rate of unemployment in Ventura County than in the State -- 8.2 percent versus 9.9 percent in 1975.

Ventura County began its industrialization in the late 1950s and early 1960s when many other Southern California counties were already economically mature. An indication of the stage of economic growth of an area is reflected in its proportional industrial classification shares. As an area matures, the proportions of agricultural employment to total employment generally decrease; manufacturing employment proportions increase; trade, finance, insurance, real estate, and services all increase proportionally to serve the expanding population and industrial base.

Agriculture still comprises a large proportion of the County's employment -- 9.4 percent as compared to 3.4 percent Statewide. Other industrial classifications are generally lower in the County than in the State.

Projected employment in Ventura County requires evaluation of estimates made by the Southern California Association of Governments (SCAG), the California State Employment Development Department and consideration of historical data. It is expected that employment will grow at a 3.7 percent annual rate from 1975 to 1980. From 1980 to 1985, employment is expected to increase more slowly at an annual rate of 3.2 percent as population grows at a 2.8 percent annual rate. After 1985, it is projected that employment rates will rise faster than the rate of population growth thus reflecting a stabilization of out-commuting workers in Ventura County.

Table 4

**TOTAL CIVILIAN EMPLOYMENT IN CALIFORNIA AND
VENTURA COUNTY BY PLACE OF RESIDENCE^{1/}**

1960 - 1975

<u>Year</u>	<u>California</u>	<u>Ventura County</u>
1960	5,761,433	67,851
1970	7,540,000	130,600
1971	7,652,000	143,100
1972	7,937,000	146,000
1973	8,194,000	145,900
1974	8,512,000	157,400
1975	8,455,000	158,100
 <u>Average Annual Growth</u>		
1960-70	2.7	6.8
1970-75	2.4	3.9

^{1/} Includes proprietors, self employed and domestics.

Source: California State Employment Development Department and United States Census, 1960 and 1970; and Urban Projects, Inc.

E. Retail Expenditure Patterns

The economic health of an area is partly reflected by the spending patterns of its population. Ventura County has demonstrated steady growth in its taxable retail sales, especially during the 1970 to 1975 period. The State experienced an average annual taxable retail sales growth rate of about 15 percent compared to Ventura County's rate of almost 18 percent for the same period. This rapidly expanding expenditure pattern is a reflection of the growing population's increased expenditures for all categories of taxable items.

The County does, however, lose many potential retail sales to Los Angeles County in such categories as apparel, restaurant meals, building materials, and general merchandise. This "leakage" suggests a lack of adequate shopping facilities.

Per capita taxable retail sales in Port Hueneme also show this outflow as presented in Table 5. Residents of the City travel elsewhere for many purchases, due partly to the lack of facilities within the City. In 1975, "normalized" per capita taxable expenditures were as follows:

<u>Area</u>	<u>Per Capita Expenditures</u>
California	\$2,348
Ventura County	2,267
Port Hueneme	1,576

Source: Urban Projects, Inc.

Thus, Port Hueneme is losing approximately \$691 per capita of potential taxable retail sales, while the County is losing \$81 per capita to comparatively competitive areas.

Table 5

**TOTAL PER CAPITA TAXABLE RETAIL SALES IN CALIFORNIA,
VENTURA COUNTY, AND PORT HUENEME**

1970 - 1975

<u>Year</u>	<u>Per Capita Taxable Retail Sales</u>		
	<u>California</u>	<u>Ventura County</u>	<u>Port Hueneme</u>
1970	\$1,456.57	\$1,219.28	\$279.26
1971	1,550.69	1,361.89	273.27
1972	1,779.78	1,478.76	n.a.
1973	2,031.80	1,635.06	404.23
1974	2,187.80	1,791.42	510.52
1975	2,348.39	2,006.44	633.90
Median Family Income, 1975	\$15,500 ^{1/}	\$14,600	\$10,400

1/ Estimate by the Department of Finance, Economic Analysis Unit

Source: State Board of Equalization and Urban Projects, Inc.

A major basis for valid planmaking requires that development potential be realistically and carefully defined.

The CDAP planning program involved a comprehensive analysis of the relevant factors affecting the City's potential for future development according to the following land use classifications.

A. Residential

The potential for residential development in Port Hueneme will be a function of demand for housing in the market area, availability of land designated for residential uses, the type and quality of units actually constructed, and the extent, location, and quality of non-residential support facilities such as stores, restaurants, parks, etc.

Therefore, the demand for housing in the City is not based entirely on outside factors — it is strongly affected by actions of the City of Port Hueneme and by private developers. Demand for housing can be created or destroyed by such actions.

Between 1970 and 1975, new residential construction ranged between 2,700 and 8,100 units per year; averaging 6,800 units per year in Ventura County. In both percentage and absolute terms, multi-family construction has declined since 1970; primarily due to high interest costs and economic infeasibility.

Townhouse units have increased in popularity among ownership housing from 40% in 1973 to about 60% in 1975.

Housing costs have increased dramatically during recent years in Ventura County as shown in Table 6.

A forecast of housing demand within Ventura County from 1975 to 2000 is presented in Table 7. This forecast is based upon assumed population growth, a decline in household size, and factors for vacancy and demolition. For the period of 1975-1980, annual demand is estimated at over 8,900 units. This is an increase of about 35 percent above the demand level actually experienced during the preceding five years. Annual demand is expected to increase gradually to about 10,300 units during the 1995-2000 period.

This market area analysis of Ventura County can be used to guide projections of housing demand for the City of Port Hueneme. Table 9 forecasts potential demand for 1976-2000. Total demand for the City is projected as 10 to 12 percent of the total market area. Ownership is projected at about 50 to 60 percent of total demand and amount to an estimated 230 to 300 units per year during the 25-year analysis period. Total housing unit demand is forecast to range between 440 to 600 units annually.

Table 6

PERCENT DISTRIBUTION OF NEW OWNERSHIP HOUSING UNITS
OFFERED IN VENTURA COUNTY

1973 - 1975

	<u>1973</u>	<u>1974</u>	<u>1975</u>
Under \$25,000	7%	7%	5%
\$25,000 - \$39,999	76%	63%	37%
\$40,000 - \$49,999	17% ^{1/}	23%	34%
\$50,000 - \$59,999	---	3%	16%
\$60,000 - \$69,999	---	4% ^{2/}	5%
\$70,000 or More	<u>---</u>	<u>---</u>	<u>3%</u>
TOTAL	100%	100%	100%

1/ Includes all ownership housing units priced above \$40,000.

2/ Includes all ownership housing units priced above \$60,000.

Source: Residential Research Committee of Southern California and Urban Projects, Inc.

Table 7

ESTIMATED DEMAND FOR NEW DWELLING UNITS IN VENTURA COUNTY

1970-2000

	1970	1975	1980	1985	1990	1995	2000
Population	378,497	434,400	503,100	577,600	653,500	728,600	804,400
Estimated Number of Persons Per Household	3.36	3.02	2.70	2.52	2.40	2.30	2.25
Indicated Number of Households	112,722	143,961	186,333	229,206	272,292	316,783	365,636
Add Allowance for Normal Vacancy and Demolition at 5%	5,933	7,577	9,807	12,064	14,331	16,672	19,244
Dwelling Unit Requirement	118,655	151,538	196,140	241,270	286,623	333,455	384,880
Indicated Demand for New Dwelling Units							
By 5 year period	--	32,883	44,602	45,129	45,353	46,832	51,425
Average Annual During Period	--	6,577	8,920	9,026	9,070	9,366	10,285

Source: Urban Projects, Inc. and United States Census, 1970.

Table 8
DWELLING UNITS ADDED IN PORT HUENEME
1970 - 1975

Year	Single-family		Multi-family		Total	
	Number	Percent	Number	Percent	Number	Percent of Market Area
1970	76	100%	0	0%	76	2.2%
1971	1	0%	380	100%	381	9.4%
1972	34	3%	999	97%	1,033	26.7%
1973	0	0%	355	100%	355	9.7%
1974	1	---	0	---	1	---
1975	44	20%	179	80%	223	10.3%
Total	156	7.5%	1,913	92.5%	2,069	11.1%

Source: Residential Research Committee of Southern California, and Urban Projects, Inc.

Table 9

FORECAST OF DEMAND FOR HOUSING IN PORT HUENEME

1976-2000

	Average Annual			
	1976-1980	1981-1985	1986-1990	1991-1995
Residential (No. of Units)				
Ownership				
Rental ^{1/}	270-330	240-300	230-280	230-280
	180-220	200-240	230-280	220-260
Total	450-550	440-540	460-560	450-540
				240-300
				250-300
				490-600

-47-

	Average Annual			
	1976-1980	1981-1985	1986-1990	1991-1995
Ownership by Price Category ^{2/}				
Low (Under \$25,000)	15-20	10-15	10-15	10-15
Moderate (\$25,000 - 39,999)	100-120	90-110	80-100	80-100
Average (\$40,000 - 59,999)	130-160	120-150	120-140	120-140
High (\$60,000 - 69,999)	15-20	10-15	10-15	10-15
Luxury (\$70,000 or more)	10	10	10	10
Total	270-330	240-300	230-280	230-280
				240-300

1/ Assumes rents of \$180 or more.

2/ Constant 1976 dollars.

Source: Urban Projects, Inc.

Most of this demand for ownership housing is clustered in the moderate price ranges; 85 to 90 percent is anticipated in the \$25,000 to \$60,000 price range.

As noted previously, the demand for housing and the resultant potential for development involve several factors. One major factor is the supply of available land. Approximately 145 acres are currently available, of which 21 will require relocation and demolition to allow new construction.

With a possible absorption of 440 to 600 units per year, all available residential land could be absorbed in two to six years; depending upon type of housing and unit mix.

The conclusion is simple -- residential development will remain strong. The City can expect to face continuing pressure for residential growth.

B. Retail Commercial

As reported in the previous discussion of "Economic Base Analysis", Port Hueneme is losing a great deal of the potential retail sales activity to other competing retail facilities outside the community. This resulting weakness of the economic base can be alleviated by a realistic appraisal of the existing commercial situation and identification of means to stimulate commercial development.

Analysis of the commercial potential of Port Hueneme has focused upon two major segments: specialty centers and convenience retail facilities.

Specialty or "theme" centers differ from typical shopping facilities in their ability to appeal to shoppers seeking a novel and leisure oriented shopping experience. A unifying theme or architectural design concept is used to tie together a collection of restaurants and small shops. For example, a waterfront location plus special "boardwalk" design qualities might be appropriate.

With this basic concept, most of the market support for such a center is derived from the larger metropolitan area within which it is located. Population within a 30 mile radius and tourism within Ventura County could be expected to patronize such a specialty center in Port Hueneme under the proper development conditions.

Evaluation of Port Hueneme's potential for such a specialty center reveals positive and negative factors. The City's population base is small, it is an untried market, and there is a "Navy base" image. Positive factors include the nearness of the Channel Islands Marina. An established and growing tourist center and recreational complex, it draws visitors from Los Angeles and Santa Barbara Counties who could be diverted to a nearby specialty shopping center

in Port Hueneme. Improved highway circulation connecting the Marina/beach area with the City could significantly improve this potential for commercial development.

Other factors which are required to achieve this commercial development potential include a strong theme concept and continuing complementary development of other uses so that a major "image" improvement is obvious.

Supportable square footage for a specialty center in Port Hueneme can be estimated by analysis of average per capita expenditures, total attendance, and approximate sales per square foot of store area. All such data is based upon historical information about the market area (Ventura County) and actual sales experience in comparable facilities in the state. Application of this analysis is described in Table 10, which indicates a potential for a 25,600 square foot center in 1976, with expansion possibilities up to a total of over 120,000 square feet by 2000.

Convenience shopping facilities represent another major commercial potential for new development in Port Hueneme. Such stores include facilities for the sale of food, drugs, and other typical daily needs. Demand for such stores will not support a new neighborhood center until 1985 based upon population growth estimates. At that time a new convenience center could include a 20,000 to 25,000 square foot food market, an 8,000 to 8,750 square foot drug store, and other complementary small shops. About 12,000 to 15,000 square feet should be adequate for the latter.

This projection of demand for convenience retail is based upon several factors. The trade area evaluation has been discounted to recognize the loss of retail shopping demand due to military purchases at the Navy base facilities. In addition, the "second-home" occupancy of many of the new beach condominium developments also affects retail activity within the City.

C. Office

Demand for office space in Port Hueneme can be estimated based upon growth of office-using employment sectors within Ventura County and the potential "capture" of such development within Port Hueneme.

Inventory of competitive office space built within the County during the past six year period includes about 600,000 square feet of construction. About 10 to 12 percent of this space is vacant. Additional office space, built earlier and considered less competitive, brings the total to over 800,000 square feet.

Proposed new office space within Ventura County for construction during the next three years comprises about 550,000 square feet.

Table 10

INDICATED DEMAND FOR A SPECIALTY SHOPPING CENTER IN PORT HUENEME

1976-2000

	1976	1980	1985	1990	1995	2000
Total Attendance	444,500	665,000	876,400	1,074,000	1,271,700	1,513,100
Estimated Average Expenditure	\$5.00	\$5.50	\$5.90	\$6.30	\$6.70	\$7.00
Total Dollars Expended	\$2,222,500	\$3,657,500	\$5,170,760	\$6,766,200	\$8,520,390	\$10,591,700
Estimated Sales Per Square Foot	\$100	\$100	\$100	\$100	\$100	\$100
Total Supportable Square Footage	22,230	36,575	51,700	67,660	85,200	105,900
Adjustment for Expansion Potential - 15%	25,600	42,100	59,500	77,800	98,000	121,800
Restaurant Potential at 40% of Total	10,240	16,840	23,800	31,120	39,200	48,720
Specialty Shop Potential at 60% of Total	15,360	25,260	35,700	46,680	65,100	73,080

Source: United States Census and Urban Projects, Inc.

Incremental demand for office space is estimated at an average annual demand of over 66,000 square feet over the next four years up to an increased annual demand of over 84,000 square feet by the year 2000. (See Table 11.)

The increased redevelopment activity planned within the City of Port Hueneme can substantially improve the opportunity for new office development. However, the City's near-term "capture" of the total market area demand is estimated at 5 to 10 percent. As described in Table 11, such a rate would increase to a potential average annual demand of over 5,000 square feet after 1990.

D. Hotel

The development potential of a hotel in Port Hueneme is dependent in part on total market support for hotel rooms in Ventura County, and more particularly, by support for hotel rooms in the Oxnard Plain Economic Area.

Table 12 presents market demand data for hotel rooms for the region and for the City.

Port Hueneme has many assets to recommend it as a good location for hotel development. Its waterfront location and proximity to the popular Channel Islands Harbor are its two strongest drawing features. As an integral part of a specialty center/tourist oriented development concept, a hotel could prove feasible.

However, the lack of accessibility to well-traveled tourist routes is a present problem.

Consideration of such factors produces the following estimated demand in Port Hueneme:

<u>Year</u>	<u>5-Year Increments</u>	<u>Average Annual</u>
1976-1980	75-100	15-20
1981-1985	100-125	20-25
1986-1990	100-125	20-25
1991-1995	100-125	20-25
1996-2000	100-125	20-25

Source: Urban Projects, Inc.

E. Industrial

Demand for industrial land is generated by new and expanding industries. Determination of reasonable development potential for the City of Port Hueneme involved several steps. First, total wage and salary employment in Ventura County was forecast. Second, the industrial employment trends in the County were analyzed to allow forecasting of industrial employment. This

Table 11

INDICATED INCREMENTAL DEMAND FOR OFFICE SPACE

1970 - 2000

Incremental Demand for Office Space in Ventura County
(Square Feet)

	<u>1971-1975</u>	<u>1976-1980</u>	<u>1981-1990</u>	<u>1991-2000</u>
Per Period	548,450	624,050	1,411,700	1,656,700
Average Annual	110,700	125,000	141,100	166,700

Incremental Demand for
Office Space in the Oxnard Plain Market Area^{1/}
(Square Feet)

	<u>1976-1980</u>	<u>1981-1990</u>	<u>1991-2000</u>
Per Period	330,750	734,000	845,000
Average Annual	66,150	73,400	84,500
Required Market Area Penetration Rate ^{1/}	53%	52%	51%

Incremental Demand for
Office Space in Port Hueneme
(Square Feet)

	<u>1976-1980</u>	<u>1981-1990</u>	<u>1991-2000</u>
Per Period	14,500	32,500	36,000
Average Annual	2,900-5,800	3,250-6,500	3,600-7,200
Required Penetration	5-10%	5-10%	5-10%

1/ Based on percentage distribution of population in the market area as compared to the total county.

Source: Urban Projects, Inc.

Table 12

**INDICATED DEMAND FOR HOTEL ROOMS IN VENTURA,
THE OXNARD PLAIN ECONOMIC REGION, AND
PORT HUENEME**

<u>Year</u>	<u>Total Room Nights Generated</u>	<u>Indicated Demand For Rooms</u>	<u>Total Indicated Demand for Rooms Adjusted For Occupancy^{1/}</u>		
1976	536,800	1,470	1,960		
1980	659,400	1,810	2,419		
1985	790,700	2,170	2,890		
1990	941,200	2,580	3,440		
1995	1,094,700	3,000	4,000		
2000	1,266,930	3,470	4,630		

<u>Indicated Demand for Hotel Rooms in Ventura County</u>	<u>1976-1980</u>	<u>1981-1985</u>	<u>1986-1990</u>	<u>1991-1995</u>	<u>1996-2000</u>
By 5 Year Period	450	480	550	560	630
Average Annual	90	100	110	110	130

<u>Indicated Demand for Hotel Rooms in the Oxnard Plain Economic Region^{2/}</u>					
By 5 Year Period	400	430	500	510	570
Average Annual	80	85	100	100	110

<u>Indicated Demand for Hotel Rooms in Port Hueneme</u>					
By 5 Year Period	75-100	100-125	100-125	100-125	100-125
Required Penetration Rate	20-25%	23-30%	20-25%	18-22%	17-22%

1/ Assumes 75% Average Occupancy

2/ Assumes 90% Penetration Rate

Source: Urban Projects, Inc.

was then converted to demand for industrial land based upon number of industrial employees per acre of land, and historical industrial land absorption trends.

Consideration of these factors shows a modest but real demand.

<u>Period</u>	<u>Penetration Rate Port Hueneme</u>	<u>Average Annual Demand</u>
1975-1980	5-10%	3.5- 7.0 ac.
1981-1990	8-12%	6.0- 9.0 ac.
1991-2000	10-15%	7.0-10.0 ac.

Source: Urban Projects, Inc.

Initially, Port Hueneme's share of the total market area demand is projected at 5 to 10 percent or 3.5 to 7 acres per year. As the City develops, expected momentum will encourage more industrial users to consider the City as a possible industrial location.

A key factor in the rate of industrial development will be the City's efforts to initiate a quality industrial park development in the planned industrial section of the City. Use of Economic Development Administration funds to assist with off-site development improvements could substantially stimulate developer activity and encourage more adequate industrial development within the City.

Table 13

PORT HUENEME PORT ACTIVITY

1970 - 1975

Cargo	Short Tons for Calendar Year					
	1970	1971	1972	1973	1974	1975
Fuel Oil	---	---	---	1,108,754	1,107,041	1,336,423
Lumber	19,968	14,081	26,000	20,375 ^{1/}	15,881	29,924
Offshore Oil and Supplies	31,313	16,379	3,500	9,642 ^{2/}	8,703	39,054
Fish	13,483	14,013	12,000	14,501	4,830	28,211
General Cargo	19,972	19,809	---	1,491 ^{2/}	301	7,438
Livestock	---	---	---	1,529	870	1,781
Kelp	---	---	---	---	11,055	25,167
Other	11,133	79,976	6,748	---	---	1,015
TOTAL	95,869	144,258	48,248	1,156,292^{2/}	1,148,681	1,469,013
 Number of Vessel Calls	 36	 80	 27 ^{1/}	 76	 76	 100

1/ Port was undergoing expansion.

2/ Tons.

Source: Oxnard Harbor District.

F. Tourism/Sportfishing

Port Hueneme offers tourists the amenities of Hueneme Beach Park. These facilities include a shady beach area, fishing pier, snack bar, picnic accommodations for 130 people, and a playground. Due to the City's strong support for a program of continuing improvements, the facilities are well maintained and expanding.

Estimates of visitor usage indicate an increase of about 4,000 visitors per year during the period of 1970 to 1975, with total attendance of 70,000 to 100,000 during this period. Winter attendance is estimated at 100 to 150 persons per day; summer usage is about triple. During special events, such as the Fourth of July celebration, some 10,000 to 15,000 spectators attend.

A major attraction of Port Hueneme for many years has been the sport fishing available at the harbor. During the past 18 years this activity has drawn substantial numbers of tourists to the City and has contributed to the local economy as shown in Table 14.

About 70 percent of these fishermen come from the Los Angeles area and 30 percent from Oxnard, Santa Barbara, and out of state.

Full development of this tourist potential will require resolution of plans with the Oxnard Harbor District Development Plan for the Port of Hueneme.

Table 14

PORT HUENEME SPORTFISHING

<u>Year</u>	<u>Visitors</u>	<u>Gross Ticket Sales</u>
1958	n.a.	\$131,965
1959	n.a.	185,701
1960	n.a.	159,824
1961	n.a.	165,285
1962	n.a.	194,862
1963	n.a.	228,992
1964	n.a.	221,972
1965	n.a.	207,191
1966	n.a.	225,188
1967	n.a.	214,113
1968	n.a.	196,051
1969	n.a.	188,453
1970	23,295	197,780
1971	16,980	131,394
1972	15,900	133,689
1973	19,030	167,514
1974	13,700	136,627
1975	13,903	152,036

Source: Urban Projects, Inc., local sportsfishing facility.

Note: Decrease in visitors after 1970 due to decrease in boats available. In 1970, during construction of harbor expansion, a restaurant and fish market were removed. Ten boats were retired, reducing the total from 14 to four.

Prior General Plan

By California law, the local general plan of a community should be utilized as a major statement of land use policy and, therefore, as a prime basis for determination of development approvals and public investment for capital improvements.

The current General Plan for the City of Port Hueneme was adopted on September 5, 1973, by the City Council. Since that time extensive development within the Central Community Redevelopment Project Area has occurred. Also, continued construction within the Channel Islands Harbor complex has increased pressures for development of the Channel Island Boulevard area within the City.

It is appropriate to review and evaluate the 1973 Plan with these issues in mind. This opportunity should also consider new circumstances which offer new potentials for overall community improvement.

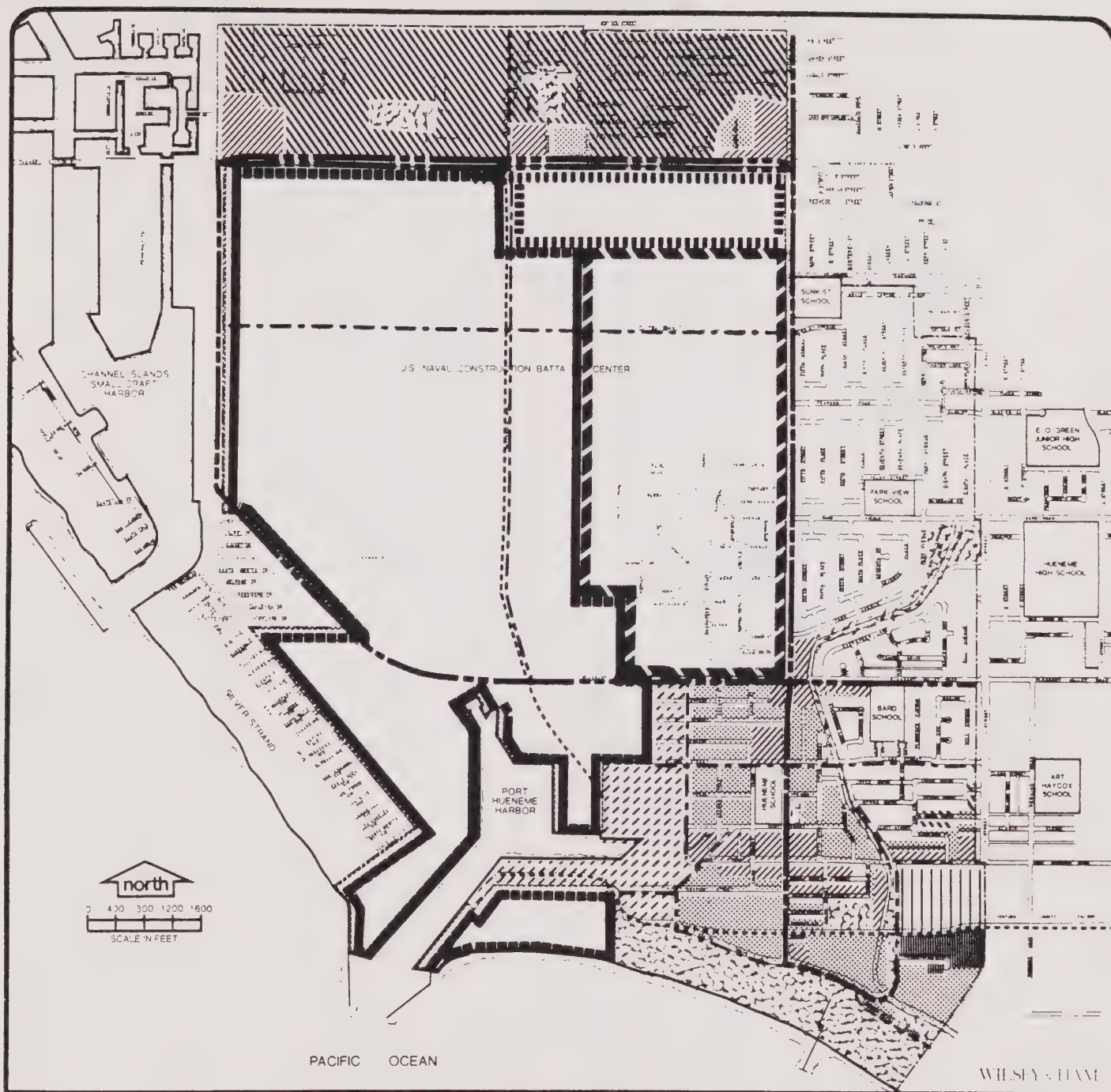
Review of Table 15, a synopsis of existing land use as compared with the current Plan land use policies, suggests several items for reconsideration.

Extensive areas of planned commercial use should be reconsidered based upon the findings of development potential as previously described herein. It does not appear feasible to plan for the amount and distribution of commercial use called for by this plan.

The concentration of high density residential use for most of the CCRP area should also be reviewed. The policy of high density development as a means to stimulate private redevelopment of residential areas is not necessary based upon the current market demand for residential property of all types and densities. Review of utility carrying capacities and other land planning factors suggests a much lower overall density pattern; one which would support the housing goals of the City.

Planned arterial street improvements called for in the Plan are still consistent with newly revised goals and should be actively and aggressively initiated.

In general, the major items to be reviewed for possible revision and amendment in this Plan relate to residential and commercial land use policy which is consistent with current overall community development objectives.



MISCELLANEOUS

Harbor Related

PUBLIC

Schools

Parks, Open Space & Special Recreation

Civic Center & City Yard

CIRCULATION & TRANSPORTATION

Major Highway

Secondary Highway

Scenic Highway

Railroad Right of Way

MILITARY

CBC Industrial

CBC Low Density Residential

CBC Park, Open Space & Special Recreation



RESIDENTIAL

Low Density

Medium Density

High Density

INDUSTRIAL

Light

Heavy

COMMERCIAL

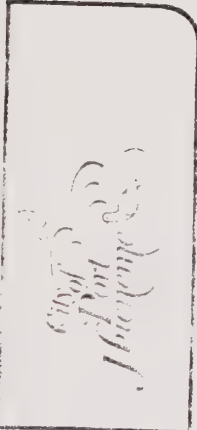
Local, Neighborhood & General



EXISTING LAND USE (10/20/76)

- 13.9% Single Family Residential (M Mixed Multi Family)
- 4.5% Multi Family Residential
- 1.2% Commercial
- 4.7% Industrial
- 5.1% Parks/Open Space
- 0.3% Public Facilities
- 6.1% Vacant (Excluding U.S. Navy CBC)
- 1.3% Schools/Quasi Public
- 57.9% U.S. Naval CBC
- 5.0% Circulation System

SOURCE: Wiley & Ham Field Survey



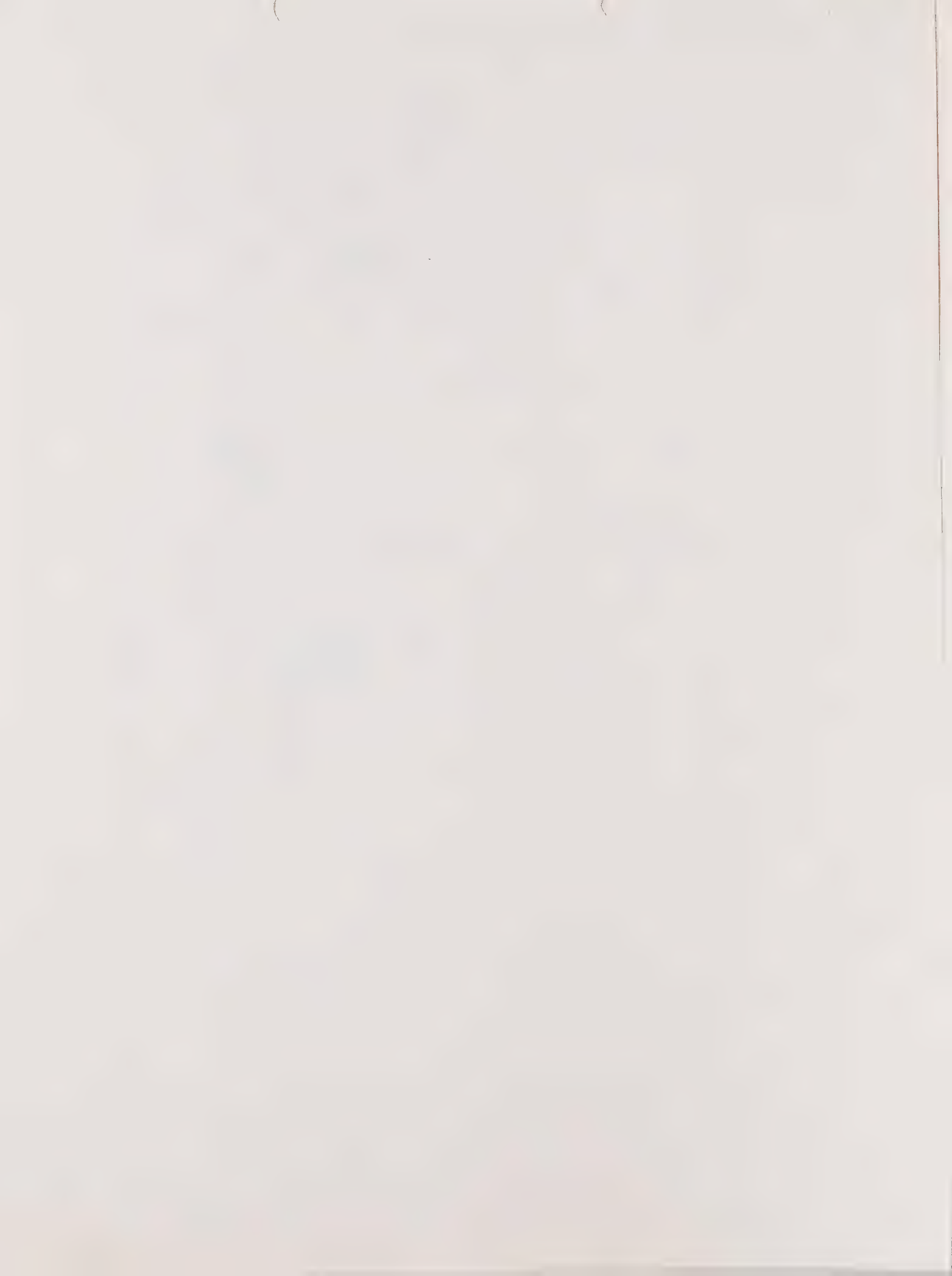


Table 15
GENERAL PLAN LAND USE EVALUATION

Land Use Category	Existing Land Use ^{1/}		1973 General Plan	
	Acres	Percent	Acres	Percent
Military	<u>1,650</u>	<u>57.9</u>	<u>1,650</u>	<u>57.9</u>
Residential				
High Density (16-30 du/ac)*	42	1.5	148	5.2
Med. Density (6-15 du/ac)	89	3.1	224	7.9
Low Density (0-5 du/ac)	<u>396</u>	<u>13.9</u>	<u>253</u>	<u>8.9</u>
Total	<u>527</u>	<u>18.5</u>	<u>625</u>	<u>22.0</u>
Commercial				
Local/Neighborhood/General	<u>34</u>	<u>1.2</u>	<u>78</u>	<u>2.7</u>
Industrial				
Harbor Related	113	4.0	123	4.3
Light	23	0.8	24	0.8
Heavy	<u>0</u>	<u>0.0</u>	<u>13</u>	<u>0.5</u>
Total	<u>136</u>	<u>4.8</u>	<u>160</u>	<u>5.6</u>
Public				
Public Facilities	8	0.3	8	0.3
Schools	<u>34</u>	<u>1.2</u>	<u>34</u>	<u>1.2</u>
Total	<u>42</u>	<u>1.5</u>	<u>42</u>	<u>1.5</u>
Open Space/Recreation	<u>145</u>	<u>5.1</u>	<u>153</u>	<u>5.3</u>
Vacant	<u>174</u>	<u>6.0</u>	<u>0</u>	<u>0.0</u>
Circulation	<u>142</u>	<u>5.0</u>	<u>142</u>	<u>5.0</u>
Total Gross Acres	2,850	100.0	2,850	100.0

1/ Wilsey & Ham Field Survey 10-20-76.

* Density = dwelling units per net acre.

Table 16

**ENVIRONMENTAL PROFILE
EXISTING LAND USE/1973 GENERAL PLAN***

	<u>Existing Uses</u>	<u>1973 General Plan</u>
Population		
Total Residents	17,770 ^{1/}	27,000
School Age	2,460 ^{2/}	3,740
Dwelling Units	5,970 ^{3/}	9,070
Utilities		
Water (gallons/day)	1,492,500	2,267,500
Sewage (gallons/day)	1,029,800	1,564,600
Electricity (kw/day)	12,600	26,300
Solid Waste (lbs/day)	144,300	301,800
Gas (cubic ft/day)	116,400	266,000
Traffic		
Trips/day	60,000	91,000
Peak Hour	6,860	10,400
Total Vehicle Miles Traveled	179,000	271,400
Air Quality^{4/}		
(Mobile emission, tons/day - 1980)		
Hydrocarbons (HC)	.716	1.108
Carbon Monoxide (CO)	5.683	8.640
Oxide of Nitrogen (NO _x)	.582	.882
Oxide of Sulfur (SO _x)	.036	.059
Particulates	.022	.036

* Wilsey & Ham Generation Factors.

- 1/ 1975 Special Census
- 2/ Hueneme School District Estimates (1-1-76)
- 3/ 1975 Special Census (does not include military group quarters).
- 4/ State of California Air Quality Standards.

Existing Land Use

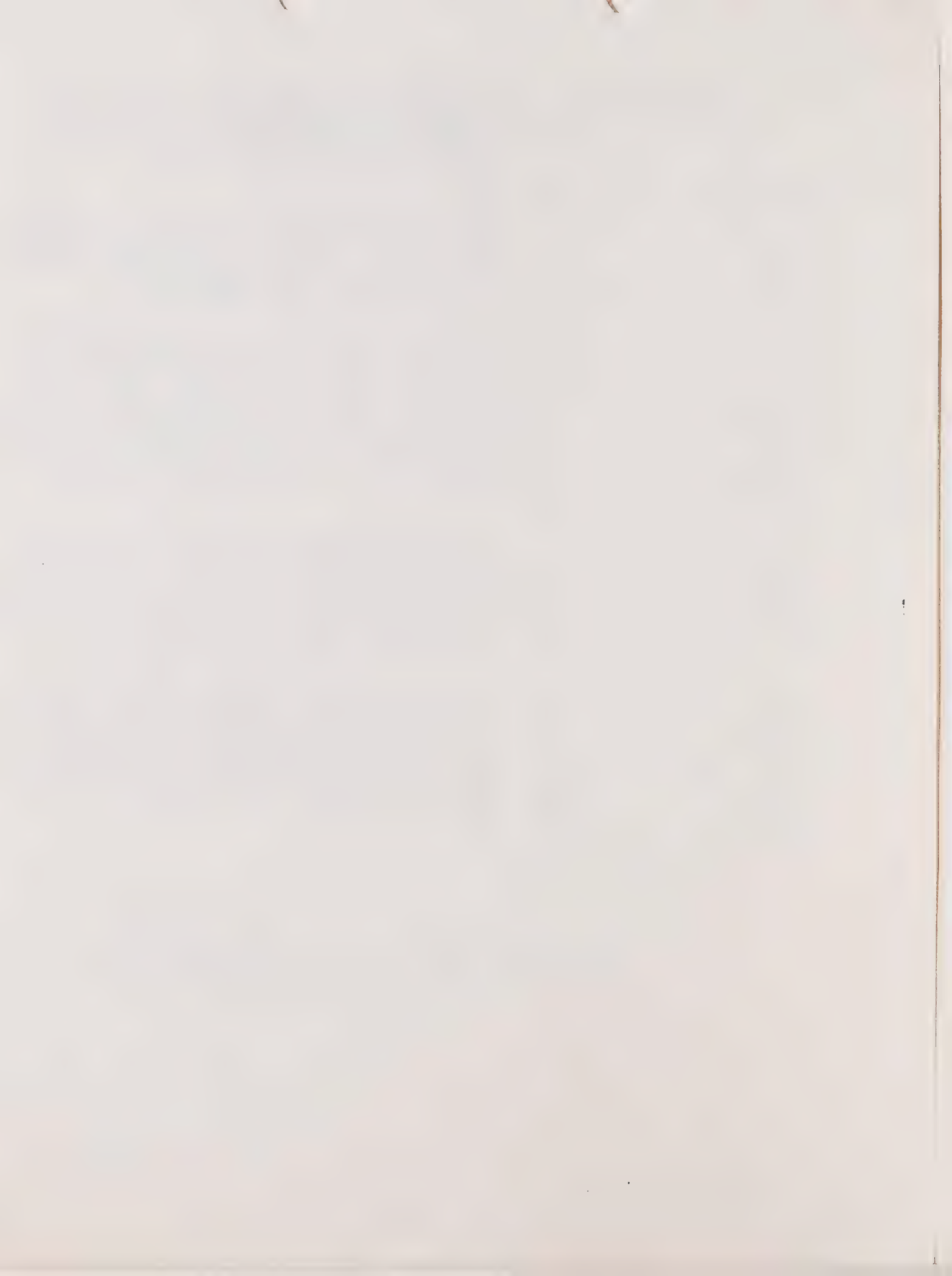
Much of the potential for development of the City will be determined by what has already been built; the past affecting the future. Analysis of current land use within the City of Port Hueneme shows that significant changes in land use have occurred in the past few years.

Within the City itself, extensive beachfront residential development has substantially changed the visual character of this portion of the City. Commercial facilities have begun to spring up along Channel Island Boulevard in response to increased traffic to and from the Channel Islands Marina area.

Outside the City, in the Ormand Beach area of south Oxnard, several development proposals have demonstrated the tremendous potential impact such activity could have upon the City. A proposed Liquified Natural Gas (LNG) facility and a potential "mini-mill" for steel fabrication for scrap are two such examples. Industrialization of this neighboring area could create negative impacts on the City's streets and highways; it might also stimulate demand for new related development and increased business activity.

The most significant aspect of current land use remains the dominance of the military. The 58 percent of the City which is under the control of the U.S. Navy Construction Battalion Center represents the largest use of land within the City. In addition, due to its location and the resulting fragmentation of the rest of the community, it substantially determines the use of all remaining lands because of its affect upon circulation.

Another major land use determinant within the City is the Port of Hueneme. This deep draft harbor is experiencing increasing demand for commercial cargo operations involving shipment of citrus and other commodities. The resultant increased need for additional space presents an opportunity for cooperative development of the harbor area by the Oxnard Harbor District and the City of Port Hueneme.



Existing Zoning

As the major tool by which cities control land development, zoning can be a useful mechanism. However, if it is not continually reviewed for compatibility with the General Plan, inconsistencies can evolve which can be inappropriate and inconvenient.

Since adoption of the 1973 General Plan, noticeable discrepancies between land use and zoning have not been adjusted. This is most apparent in the commercial zoning south of Pleasant Valley Road, and in the higher density residential area west of Ventura Road.

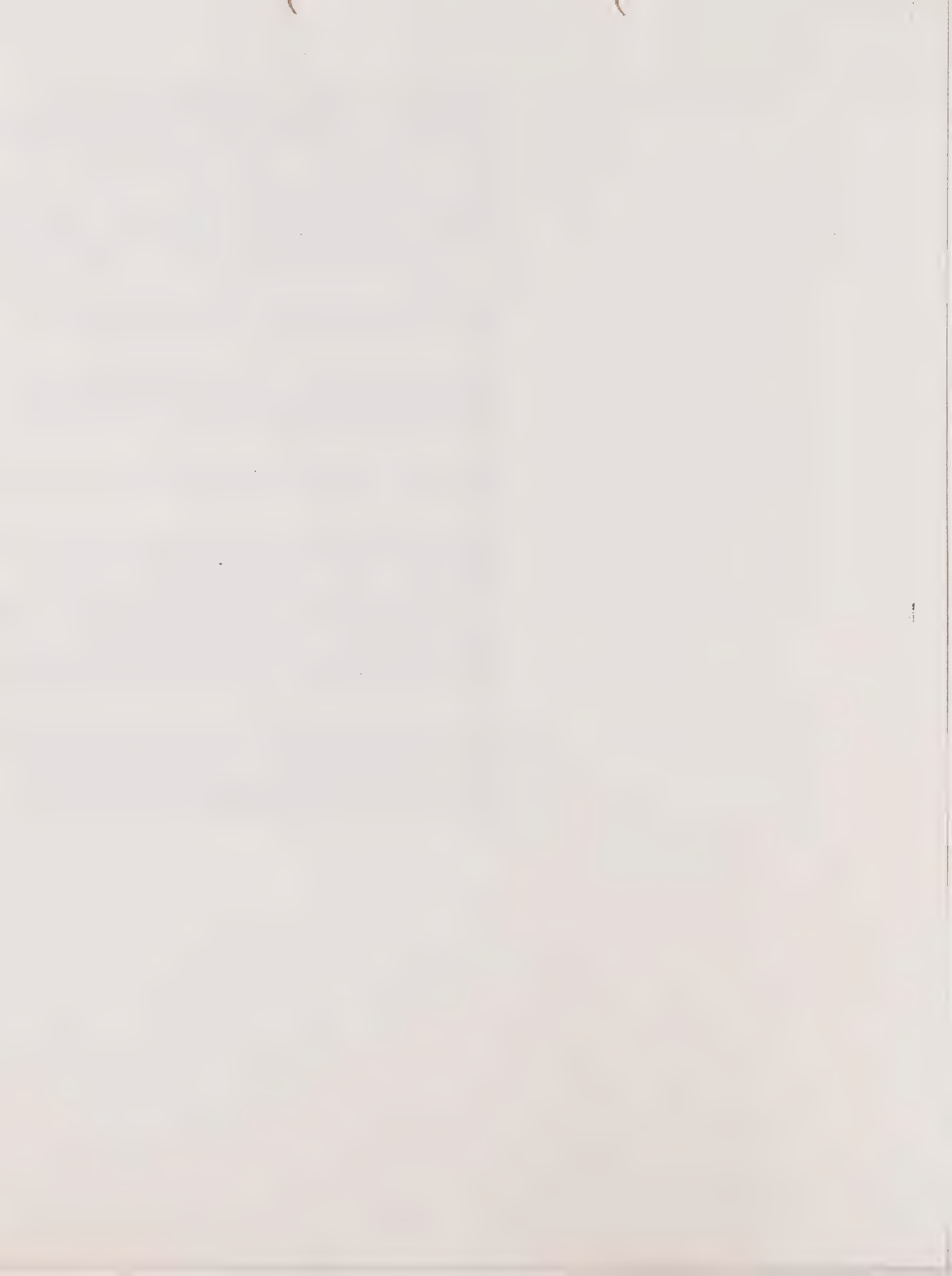
Such differences are justifiable if they are caused by a deliberate and sustained program to recycle or initiated radical change in land use. If not, readjustment of zoning is suggested.

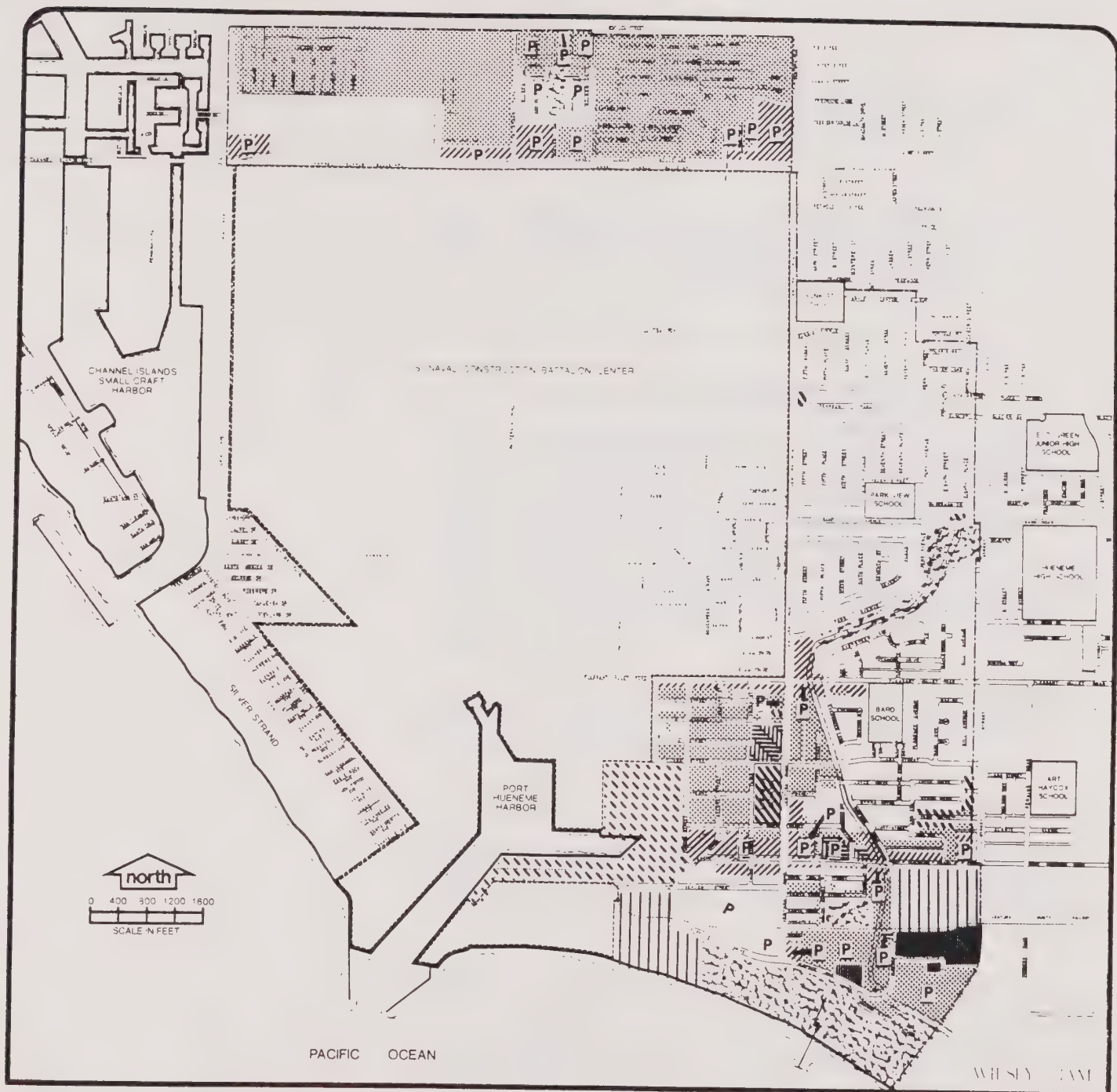
Analysis of existing zoning indicates the need to reduce and consolidate commercial zoning consistent with the potential for commercial development. Also, reconsideration of high density residential zoning as indicated is suggested.

The distribution of zoning by land use classification/zoning category is relatively unchanged since 1963.

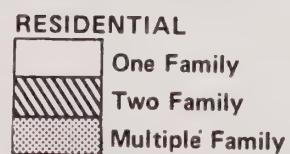
The most significant factor relating to zoning is the prevailing utilization of the planned development designation. As a "combining district", used in conjunction with other basic zoning classifications, this means of requiring special development review prior to approval is a well-tested and effective tool which is used throughout the country. However, it appears that the City lacks explicit guidelines and implementation procedures which will ensure achievement of the intent of planned development zoning and avoid arbitrary or inconsistent application of this technique.

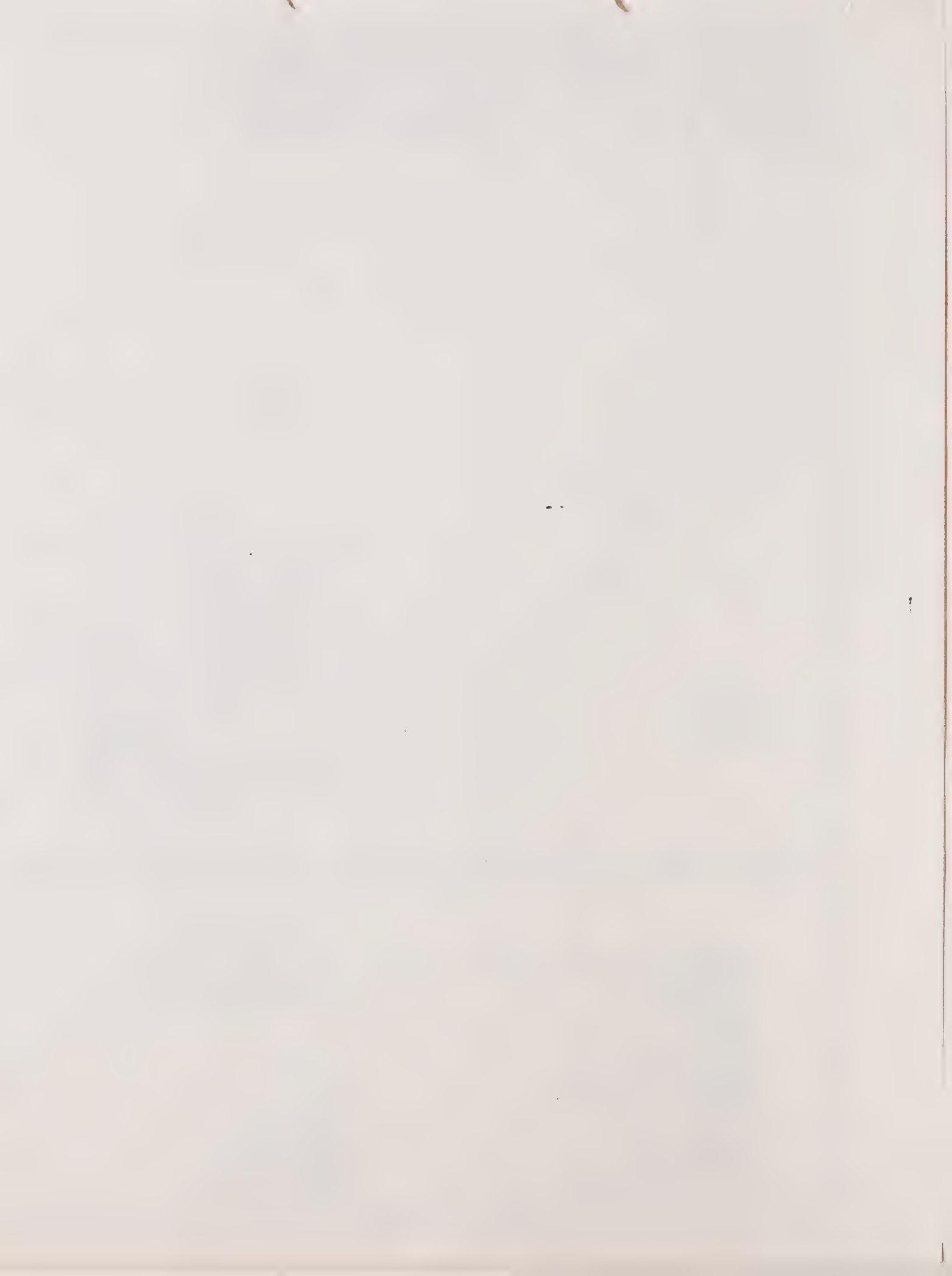
If the full benefits of planned development zoning are to be realized, there must be substantial change in the City's Zoning Ordinance and in the administrative procedures by which it is applied. The proposed revised Zoning Ordinance and Subdivision Ordinance will suggest such changes for possible adoption by the City.





ZONING





Intergovernmental Impact

Government agencies at the local, regional, state and federal level directly and indirectly influence and affect the City of Port Hueneme. This range of impacts is increasing in its total affect and in intensity.

An analysis of this situation is illustrated in Table 17 which assesses that magnitude of impact by each agency upon the City of Port Hueneme. Table 18 describes the relative importance of such impacts upon community development.

As noted in these tables, the following agencies are significant:

A. Regional Land Use Planning Program (RLUP)

Created to coordinate four approved regional planning programs: Ventura County Association of Governments (VCAG) Subregional Transportation Plan; Ventura County Local Agency Formation Commissions' (LAFCO) Spheres of Influence Study; Ventura County Regional Sanitation District's (VCRSD) Wastewater Management Plan; and the Air Pollution Control District (APCD) Air Quality Maintenance Plan. RLUP will develop a county-wide land use plan and evaluate the resulting economic and environmental impacts.

Impact: The Plan may influence control of land uses within the City of Port Hueneme. It will be considered by federal and state agencies in allocation of funds.

B. Ventura County Air Pollution Control District

The District monitors air quality in the Ventura County Air Basin. An Air Quality Maintenance Plan will identify and analyze the impacts upon air quality of present and projected populations and urban development.

Impact: This Plan will include land use and transportation controls so as to achieve federal and state standards of air quality and minimize adverse social and economic impacts. Such controls and other implications could potentially limit further industrial development within the City.

C. Ventura County Regional Sanitation District

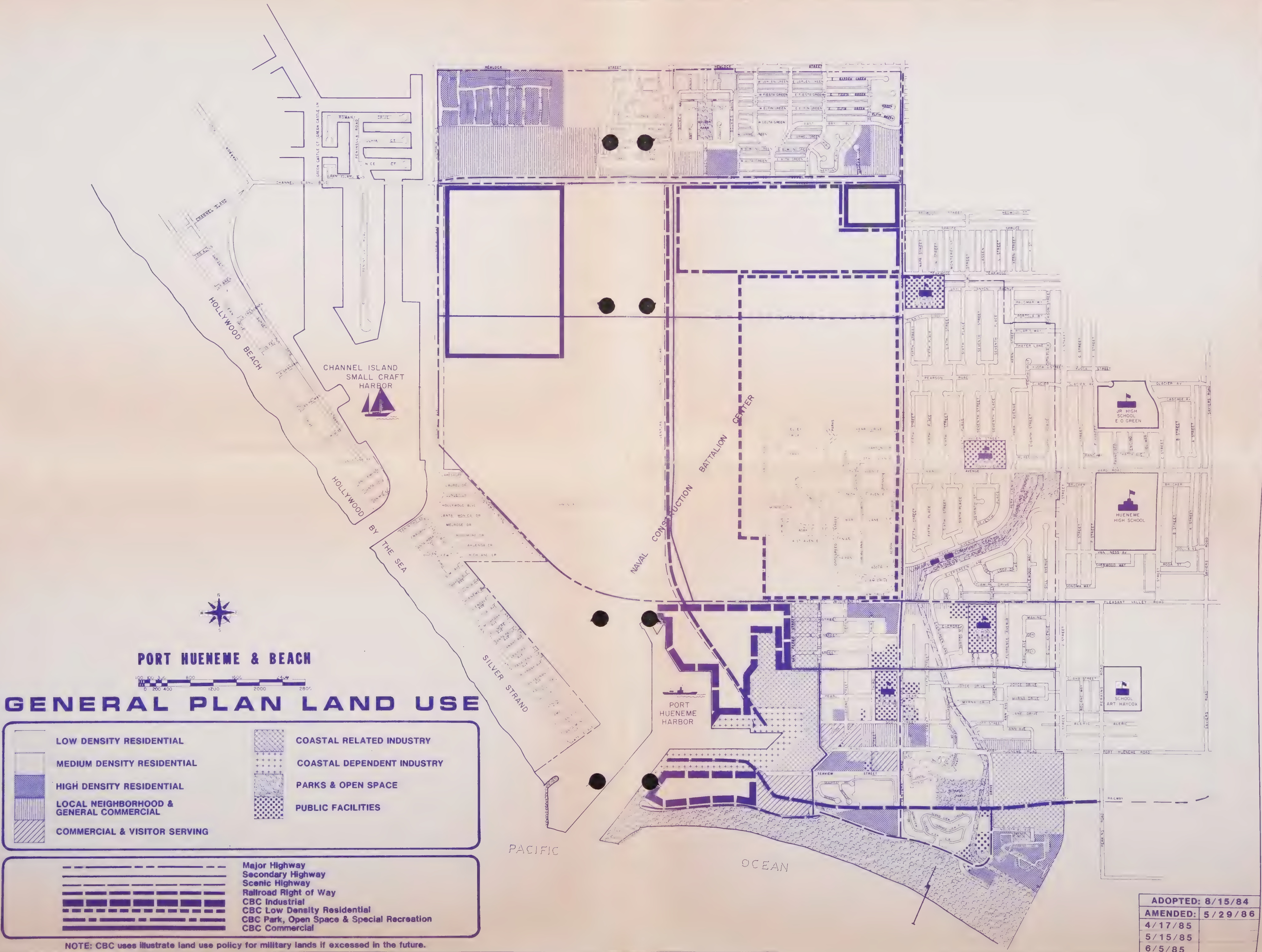
Designated by the State Water Resources Control Board to prepare the 208 Areawide Wastewater Management Program for the County, this District will identify and analyze substantial water quality control problems resulting from present and projected land uses. It will then develop and implement a wastewater treatment management plan.

Impact: Such a plan will include controls for "point" and "non-point" sources of pollution and land use controls as they relate to

TABLE 17
MAGNITUDE OF INTERGOVERNMENTAL IMPACTS

	NATURAL ENVIRONMENT			MAN-MADE ENVIRONMENT						ECONOMIC		SOCIAL	
AGENCY	Water	Air	Unique Features (Harbor, Beach)	Recreation Areas & Parks	Utilities	Transportation System	Housing	City Jurisdiction	Urban Design	Budget	Economic Base	Social Services	Education
Regional Land Use Planning Program	■	■	●		●	■	●	■	■	○	●	○	
Ventura County Local Agency Formation Commission								■		○	●		
Ventura County Air Pollution Control District		■				●			■		■		
Ventura County Regional Sanitation District	■				●					●	■		
Ventura County Association of Governments - Transportation						■			●		■		
Ventura County Flood Control				○	●	○			●	○			
Ventura County	●			●		●		■		○	●	■	
U.S. Naval Construction Battalion Center	●	●	■	○	■	○	●	■	●	■	■	○	●
U.S. Department of Housing and Urban Development				■	●		■		●	■		●	
California Coastal Zone Commission	■	■	■	■		●	●		○		■		
Southern California Association of Governments		■		■	■	■	●			■	○		
Ventura County Association of Governments	■			○		●	○	●		■	○		
City/County Planning Organization				○		●	●	○					
Oxnard Harbor District	●	■	■		●	■		■	●		○		
City of Oxnard	○	●			●	●		■	○		■		
Hueneme School District								●	■				■
Oxnard School District													■
California Regional Water Agency	■		●	●									
	●		■	■									

■ High ● Medium ○ Low



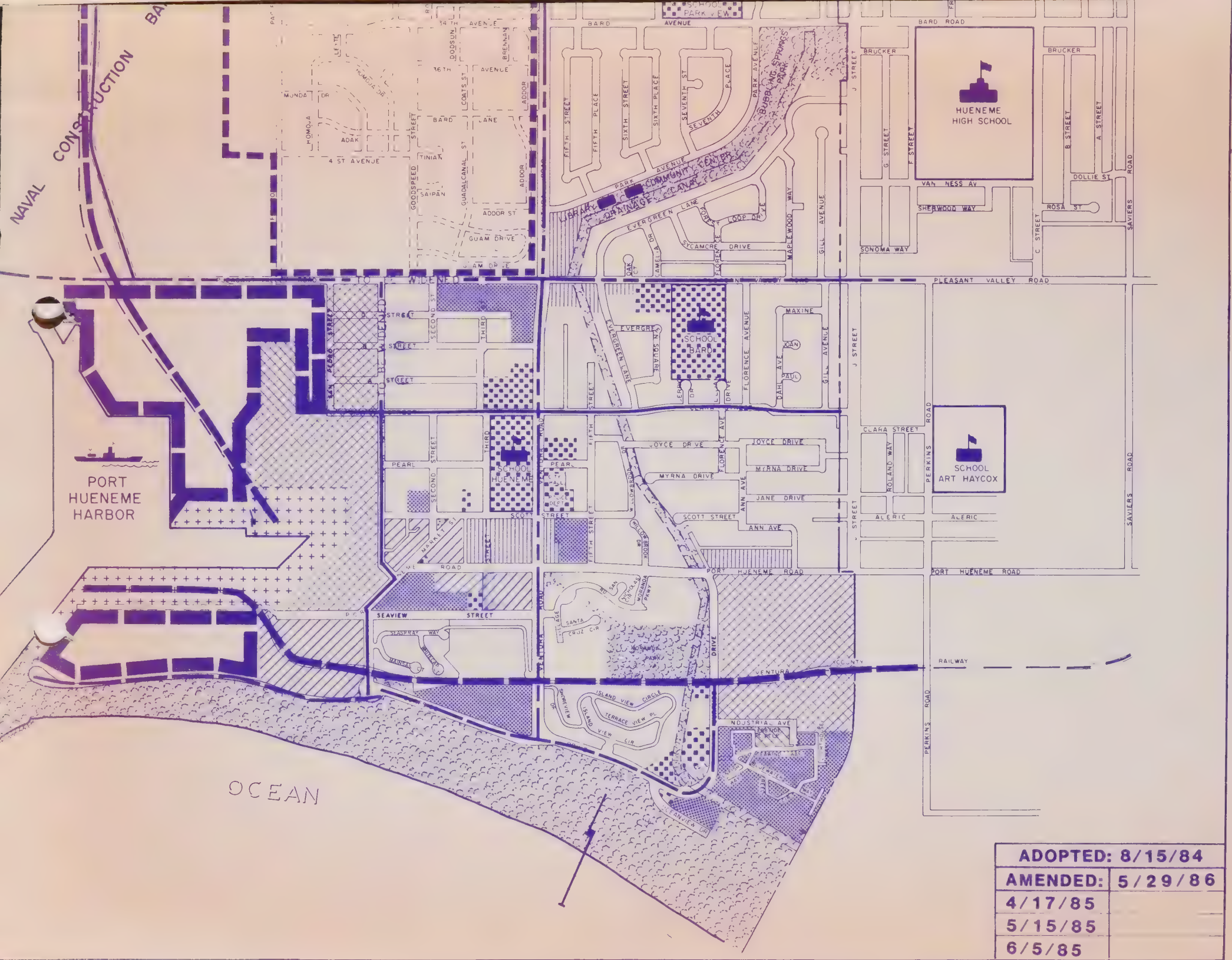


TABLE 18
IMPORTANCE OF PLAN AND PROGRAM TO COMMUNITY DEVELOPMENT

		COMMUNITY DEVELOPMENT COMPONENTS									
PLANS AND PROGRAMS		Housing - Public	Housing - Private	Industrial Development	Commercial Development	Employment	Parks & Recreation	Social Services	Utilities System	Transportation System	City Jurisdiction
Regional Land Use Program	Air Quality Maintenance Plan	●	●	■	■	■				■	
	208 Water Quality Plan	●	●	■	■	■			■		
	Sphere of Influence Plan										■
	Transportation Plan			■	■	●				■	
California Coastal Plan		■	■	■	■	○	■			●	
Ventura Beach Erosion Study							■				
Port of Hueneme Master Plan				●					●		●
Navy General Development Map					○				●	○	●
Housing & Community Development Program		■	■	●	●	○	●	○	●	●	
Southern California Association of Governments	A-95 Review Process	■	■	■	■	■	●	●	■	■	
	Transportation Plan			■	■					■	
	Transportation Improvement Program									■	
	Housing Allocation Plan	■	■								
	Growth Forecast Policy	■	■	■	■	■	●		●	■	

Importance: ■ High ● Medium ○ Low

water quality. Future development within the City which is seeking federal or state funds would have to conform to this plan.

The District will be purchasing the Oxnard Sewage Treatment Plant which will service the City of Port Hueneme.

D. Ventura County Local Agency Formation Commission (LAFCO)

LAFCO is charged with responsibility for discouragement of urban sprawl and the encouragement of orderly formation and development of local government agencies within Ventura County.

Impact: LAFCO is required to review and approve or disapprove proposals for incorporation of cities, the formation or dissolution of special districts and the annexation of territory to local agencies. Presently, LAFCO is preparing a 1990 Sphere of Influence Plan which is a plan for the future physical boundaries and service areas of local governmental agencies.

E. Ventura County Association of Governments (VCAG)

This group coordinates Ventura County local government planning and formulates and adopts sub-regional plans and programs.

VCAG prepared the Sub-Regional Transportation Plan which was adopted by the Southern California Association of Governments into the Regional Transportation Plan. Goals of the Sub-Regional Plan, as it pertains to Port Hueneme, are:

- o Oxnard Airport should continue to operate as is;
- o Oxnard Air Force Base (now Camarillo Airport) should be used as a general aviation airport;
- o Point Mugu Naval Air Station should continue to operate as is;
- o Intercity bike routes should be developed and maintained; and
- o The integrity of Port Hueneme Harbor should be maintained and adequate ground access should be provided.

VCAG is participating in the preparation of the Sphere of Influence Plan by LAFCO, has proposed an economic development program for Ventura County military bases and participates in legislative review.

Presently, VCAG is considering ways in which it might establish itself as the regional clearing house and thus, withdraw from the Southern California Association of Governments.

Impact: All transportation improvements seeking federal money must conform with the Transportation Plan.

F. City-County Planning Organization (CCPA)

CCPA is an organization comprised of local and Ventura County Planning Directors for the purpose of mutual exchange of information, discussion, and support of planning within Ventura County. It has participated in the preparation of the Sub-Regional Transportation Plan, has aided in the development of four mandated General Plan elements and has formed a Technical Advisory Group to evaluate population projections and establish a methodology of allocating population to growth areas.

Impact: As an ad hoc group to the Regional Land Use Program, there may be some influence on Port Hueneme.

G. Southern California Association of Governments (SCAG)

Created to enable local governments to respond effectively to region-wide issues, this group consists of 115 cities throughout a six-county region at present. Included are the Counties of Los Angeles, Ventura, San Bernardino, Orange, Riverside, and Imperial.

SCAG has developed or is developing regional plans in the areas of housing, transportation, land use and open space.

Impact: SCAG reviews all Environmental Impact Reports for state or public agency projects, and Environmental Impact Statements for federal projects. In addition, it has been designated as the Metropolitan Clearing House for the region, and therefore reviews all projects seeking federal funding for conformance with its plans. Program areas under the A-95 review include: housing, economic development, health and education, urban development, transportation, and community services.

All transportation projects seeking federal money must be approved and included in the Transportation Improvement Program prepared every two years.

H. Hueneme School District

The Hueneme School District services the Bubbling Springs and Port Hueneme areas of the City as well as the Channel Islands Harbor Area and the unincorporated areas of Silver Strand and Hollywood-by-the-Sea. The School District presently maintains four elementary schools within the City boundaries.

Impact: The area served by the School District is important as it will be given consideration by LAFCO in the development of its 1990 Sphere of Influence Plan.

The schools and school grounds provide the City with additional open space used as neighborhood parks and recreation areas. Several of the schools, such as Hueneme School, significantly enhance the architectural character within the City.

I. Oxnard School District

The Oxnard School District services the residents in the Hueneme Bay Area of the City (households residing north of Channel Islands Boulevard are within the City of Port Hueneme).

Impact: Hueneme Bay residents are oriented away from Port Hueneme by being in a separate school district and attending schools in the City of Oxnard.

J. City of Oxnard

The City of Oxnard has a present population of approximately 85,000 and borders on three sides of the City of Port Hueneme. Approximately 3,800 Port Hueneme residents are employed within the City boundaries.

A Liquified Natural Gas facility and a steel mill may be located in Oxnard just east of Port Hueneme.

Silver Strand is presently included in Oxnard's Sphere of Interest (a plan which identifies growth areas for a city).

Impact: The City of Oxnard's annexation policies may conflict with Port Hueneme's growth plans.

Environmental quality and development potential will be affected by the proposed steel mill and the LNG facility.

K. Oxnard Harbor District

As a special service district, the Harbor District serves approximately half of the County and is the only port between the San Francisco and Long Beach/Los Angeles Harbors.

The Harbor District recently updated the Port of Hueneme's Master Plan. Due to requirements of the California Coastal Act of 1976, the District may also submit a revised port master plan to the Commission for certification.

Impact: The Oxnard Harbor District strongly impacts the City's jurisdiction and indirectly influences urban design in areas near the Port.

The Port of Hueneme's updated Master Plan will be an important consideration in implementation of the City's Community Development Plan. The Master Plan could indicate land uses for areas adjacent to the City and may indicate land areas for future Port expansion.

The Harbor District strongly impacts the environmental quality of the City. The Harbor District contributes to air and water pollution as well as the impacts generated from service roads and the railroad right-of-way which pass through the City.

L. California Coastal Commission (CCC)

The California Coastal Commission has responsibility to perform designated planning functions in the coastal zone as defined in the California Coastal Act of 1976. New procedures will require preparation of a "local coastal program" by the City for certification by the Commission.

Impact: The Commission will probably continue its emphasis on Hueneme Beach and the Port as regional resources. Such emphasis may result in services, utility and design requirements in addition to those required by Port Hueneme residents only.

M. California Regional Water Quality Control Board

This is the primary state level governmental agency responsible for maintaining acceptable water quality.

Impact: Water in the City's water system as well as water emitted by sewage outfalls is subject to quality standards set by the Board.

*U.S. Navy Construction
Battalion Center*

The CB Center is the predominant land use within the City of Port Hueneme. It comprises more than one-half the acreage of the City (1,650 out of 2,850 acres). The size of the Center magnifies its impacts — both positive and negative.

It is a sizeable and stable employer of civilians from the area. Both Navy personnel and the Center itself purchase goods and services. However, although the City of Port Hueneme is not the major recipient of these economic benefits (both Oxnard and Camarillo benefit greatly), Port Hueneme is the sole entity affected by the negative affects of the Center. At present, the facility splits the City of Port Hueneme into two non-contiguous sections, with no public access through the facility. Aside from problems of fire and police protection to northerly portions of the City, this problem contributes to the lack of image and cohesiveness facing the City.

The CB Center was originally intended to train SeaBees for construction under wartime conditions and to supply storage and shipping facilities for Naval units at sea. Although the mission of the facility has remained basically unchanged since 1942, in recent years the facility has been undertaking a number of secondary responsibilities and tenant activities in addition to its primary duties.

This assumption of secondary or support responsibilities has increased since the winding down of the Vietnam War. The Center now provides recycling and restoration of used military construction equipment, logistic support for the Antarctica study mission, and a home port for missile test platform and range tracking ships. It is presently being considered as a potential terminus for the Elk Hills oil pipeline, and as a potential port for components of the Space Shuttle project for Vandenberg AFB.

Continued evaluation of military land requirement based upon assigned mission responsibilities is necessary to assure that the City of Port Hueneme does not suffer direct negative impacts or lost economic development opportunities necessary to future community stability.

COMMUNITY DEVELOPMENT PLAN/PROGRAM

Community Development Action Plan/Program Concept

The most important and basic goal of the Community Development Action Plan has been to bring together as one comprehensive, interrelated set of plans, Port Hueneme's objectives for land planning, physical development, economic development, redevelopment, housing conservation and neighborhood Preservation, and social/cultural development.

An underlying objective forms one of the significant foundations of the Community Development Action Plan: as a small city with limited physical growth potential and past (as well as current) reliance upon receipt of extraordinary (largely federal) revenues, Port Hueneme must plan its future with a view towards economic and fiscal self sufficiency.

The land use, physical and economic development policies and programs which follow are built upon this basic foundation. Their ultimate objective is a healthy, locally self-sustaining economy and a pleasing, suitable environment. The means to achieve that objective are program approaches largely based upon a strategy which maximizes the long-term effect of the City's extraordinary income while conserving to the greatest extent possible Port Hueneme's own local fiscal resources.

HCDA Plan and Housing Assistance Plan

The Housing and Community Development Act of 1974 (HCDA) has the primary objective of assisting in the development of "... viable urban communities, by providing decent housing and a suitable living environment and expanding economic opportunities, principally for persons of low and moderate income." Federal financial assistance directed to this purpose is provided to localities under the Act. Specific objectives towards which Federal financial assistance may be applied are:

Related Goal:

"Development of a larger housing stock with a broader range of choice for residents of the City."

1. The elimination of slums and blight, the prevention of blighting influences and the deterioration of property, and provision of neighborhood and community facilities of importance to the welfare of the community, principally persons of low and moderate income;
2. The elimination of conditions which are detrimental to health, safety, and public welfare, through code enforcement, demolition, interim rehabilitation assistance, and related activities;
3. The conservation and expansion of the nation's housing stock in order to provide a decent home and a suitable living environment for all persons, but principally those of low and moderate income;
4. The expansion and improvement of the quantity and quality of community services, principally for persons of low and moderate

income, which are essential for sound community development and for the development of viable urban communities;

5. A more rational utilization of land and other natural resources and the better arrangement of residential, commercial, industrial, recreational, and other needed activity centers;

6. The reduction of the isolation of income groups within communities and geographical areas and the promotion of an increase in the diversity and vitality of neighborhoods through the spatial deconcentration of housing opportunities for persons of lower income and the revitalization of deteriorating or deteriorated neighborhoods to attract persons of higher income; and

7. The restoration and preservation of properties of special value for historic, architectural, or esthetic reasons.

An additional purpose of the Act is to foster the development of a national urban growth policy through reorganization of federal financial aid programs into a consistent system of aids which will, among other things, promote community development activities which are consistent with comprehensive local and area wide development planning and encourages the implementation of housing and community development activities in a coordinated, mutually supportive manner.

To these latter objectives, communities may expend HCDA funds for those activities which are necessary to the development of a comprehensive community development plan and for those activities which create the local policy, planning and management capacity needed to evaluate local needs, rationally set long and short term goals and objectives, plan and implement programs responsive to identified needs, goals and objectives, and evaluate program effectiveness.

Thus, the Housing and Community Development Act, and the HCDA and Housing Assistance Plans it requires of communities as a prerequisite to receipt of funds, are only slightly more narrow in scope than Port Hueneme's Community Development Action Plan.

The City of Port Hueneme is currently entitled to HCDA grant funds of approximately \$1.0 million annually to carry out the purposes of the Act. In the first two years of the HCDA program, the City utilized its grant funds, in large part, to finance redevelopment activities. Short-term objectives under the program have generally addressed "backbone" and circulation system improvements needed throughout the City.

Future HCDA program activities will concentrate more directly upon problems of the City's housing stock; actions which are likely to produce increased investment in property development or redevelopment, while eliminating blighted conditions, and the provision of public services and improvements supportive of the City's housing and community revitalization efforts.

In terms of goals, future plans for use of HCDA funds will be based upon the following principals, in addition to those specified by the Act:

1. The goals and objectives of the Port Hueneme Community Development Action Plan.
2. The need to leverage all available dollars to maximum long-range advantage.
3. The desirability of integrating physical development/redevelopment, economic development and housing plans to achieve maximum positive impact for the City.
4. The need to continually reevaluate community development needs, goals, objectives and implementing programs.

Strategy objectives of the City's HCDA and Housing Assistance Plans will include:

1. Funding of activities which eliminate and prevent slums, blight and deterioration, where such activities cannot be funded through the redevelopment program.
2. Funding of activities which improve and conserve the City's existing housing stock, and which facilitate the development of a broader range of housing choices for all citizens, but particularly those of low and moderate income.
3. Funding of activities which improve the City's water, sewer, drainage and circulation systems, so as to enhance the quality of life for all citizens.
4. Funding of activities which expand or enhance recreational facilities and opportunities for public participation.
5. Funding of activities which promote appropriate development of land uses consistent with sound community development and growth.
6. Funding of activities which strengthen the City's policy, planning and management capacity.

*Housing Development/
Conservation*

A broad housing goal for Port Hueneme is the development of a larger housing stock with a broader range of choice for residents of the City. This goal implies a three-pronged approach to housing:

1. Attention to diversity of dwelling type and density in new development;

2. Efforts to conserve the existing housing stock as a decent, suitable living environment at a relatively lower price than is achievable with new construction; and

3. Programs of housing assistance designed to address the shelter problems of lower-income residents.

The Community Development Action Plan, and the land use plan, point to several specific program and development objectives responsive to the City's basic housing goal:

1. New housing construction will be comprised of a variety of housing types -- single family attached and detached sales housing, multiple family sales housing, and multiple family rental housing.

2. Residential densities for newly constructed housing will vary from low-density standards of 0-7 dwellings per acre to higher density construction of 16 to 25 units to the acre.

3. The City will endeavor to conserve and upgrade where necessary, the existing housing stock through programs of code enforcement, supplemented by financial assistance to property owners available through a variety of federal and local funding sources.

4. The City will continue its active housing assistance program by maintaining its supply of federally-assisted Low Rent and Leased Public Housing; encouraging development of federally-assisted senior citizen housing, and the rehabilitation of rented housing units for lower-income; and assisting lower-income families in meeting costs of decent housing through utilization of available federal housing assistance payments.

Dramatic new directions in local housing policy and programs have been made possible by the availability of Housing and Community Development Block Grant funds and redevelopment program tax increment generation. These income sources permit the creation of housing rehabilitation and neighborhood stabilization programs which are sufficiently flexible in approach as to directly address the specific and varying nature of housing problems found in several areas of the City.

Housing rehabilitation activities will combine the enforcement of building and safety code requirements with advantageous financing tools to be made available to property owners. In this way the City can be assured of the preservation of its existing housing stock without creating undue hardships for owners of deteriorating dwellings.

Such activities have not been undertaken in the past. Their implementation in the near future, at significant funding levels, will go far to protect the City's supply of lower-cost housing.

Utilization of federal housing assistance payments programs both for existing dwelling units and as an adjunct to certain new

Community Development Action Plan/Program



housing construction will expand Port Hueneme's previous housing programs to lower-income families and the elderly, increasing the availability of decent housing for persons of limited means.

Economic Development

In years past, the concept of "economic development" suggested direct action by the private land owner or entrepreneur. Later, the term was used to describe efforts by government to initiate new economic activity by various incentives. In recent years, a more sophisticated blending of the two approaches has become more apparent.

This cooperation between private developers and local government offers strong means to stimulate growth and development of the local economic situation. Port Hueneme has begun to use this concept in several recent programs. Redevelopment of the beach-front, involving land acquisition and clearance by the Redevelopment Agency for sale to developers of new residential units, is the most obvious example.

More opportunities exist. For example, the creation of a better industrial base can be stimulated by the development of the proposed industrial park south of Hueneme Road. Preparation of this site might involve utilization of economic development assistance funding from the federal government. The Economic Development Administration of the Department of Commerce offers assistance for the improvement of job-producing project development. Such assistance must be coordinated through the Ventura County Overall Economic Development Program (OEDP) which reviews project funding applications and recommends priorities to regional and federal authorities.

The City should actively attend and participate in meetings of this organization to assure consideration of any project application which might be submitted for funding.

Expansion of the harbor represents the major potential source of economic development for industrial purposes. The City must actively encourage development plans and programs which meet the mutual objectives of the Oxnard Harbor District and the City of Port Hueneme. However, the prime objective of the City should remain as the economic development of the City's resources for the benefit of the City's citizens.

Other economic development opportunities relate to the "spinoff" development occurring in response to ongoing residential development. The City's obligations in such cases will include maintenance of high-quality public services and facilities to assure an improving community image in the eyes of new residents and retail merchants. Although little overt effort will be necessary to attract good residential development, sustained efforts to assure upgrading of the community will be required.

The responsibility for economic development policy within Port Hueneme must remain with the City Council. They have, as

elected representatives of the community, the power to establish projects and programs. They also have the responsibility for reviewing the ongoing status of such efforts.

Day-to-day responsibility rests with the City Manager and his staff. It is not appropriate, at this time, to consider special staffing for such economic development efforts. However, as new development programs evolve, the need for a special "Economic Development Director" should be considered so as to assure "best efforts" of the program.

*Joint Power
Development District*

Since 1962, the City of Port Hueneme and the Oxnard Harbor Commission have been involved in projects to improve the harbor and the City in various ways.

On June 6 of that year, the City Council established a redevelopment project in the old downtown area to implement a harbor expansion plan (Harbor Redevelopment Project, California R-70). Substantial blighted properties in the area were acquired, cleared, and made available to the District for the Harbor Project.

Today, the District once again is interested in expansion; this time in response to new cargo business involving automobiles, lumber, citrus and other commodities. The Port of Hueneme needs more land for this expansion program and the City of Port Hueneme has the power and means to assist once again.

Related goal:

"Creative utilization and preservation of the City's natural assets which include its beach and harbor orientation."

Recent discussions on the subject reveal a commonality of interest and objectives. However, certain issues remain to be resolved. Since the District is an agency of government, a special district under state law, it has many of the powers and prerogatives of any local city government. It serves a geographical area consisting of about half of the County. The District harbor facilities, however, are entirely within the jurisdictional boundaries of the City of Port Hueneme. The City has police powers, including land use controls, over these facilities.

"Increased efforts to cooperate with adjacent jurisdictions to ensure highest and best use of land within the jurisdiction and Sphere of Influence of the City of Port Hueneme."

The proposed General Plan suggests land use concepts for mutual development. Such land use planning will require a special understanding and formal agreement between the two governmental bodies. Therefore, it is strongly recommended that the City and the Harbor District mutually develop a joint-use development district for the lands involved. The purpose of such a district is to define the objectives of each party and to establish clear, explicit terms for the development of such land in order to minimize "red tape" and eliminate confusion and uncertainty.

The first step in such a program should be the investigation of legal requirements by competent, experienced legal counsel. Both parties should share the expense of this effort. The following steps might include designation of the area in the City's plan.

Many benefits can accrue to both the City and to the Harbor District with such a program. Under provisions of the 1976 Coastal Act, the Port of Hueneme must prepare a master development plan for its facilities. The City must prepare a "local coastal program" which defines City land use and conservation policies for certain areas. If the City and the District mutually develop a satisfactory joint powers program, both requirements can be met. More importantly, the real intent of the Act will be achieved.

Additional benefits of City-Harbor District cooperation include:

1. Use of City's tax increment bonding capacity to obtain additional land and improvements;
2. Opportunity to make joint applications for federal grants for harbor-related projects;
3. Joint programs to improve accessibility to the harbor and to the City; and
4. Joint efforts to obtain release of any available Navy properties.

*Redevelopment Project
Plan/Program*

The City, through its Redevelopment Agency, has undertaken three redevelopment programs over the last fifteen years. One, directed toward expansion of harbor-related uses, was implemented in 1963. A second, emphasizing residential development, is nearing completion. The third program -- the Central Community Redevelopment Project -- is a much larger, more ambitious and complex program, involving a variety of land reuses, as well as major arterial street improvements.

The Community Development Action Plan, its land use policies, economic development goals and housing development/conservation components, all impact directly upon the directions and courses of action to be pursued within the Central Community Redevelopment Project (CCRP).

To achieve consistency with the land use plan previously described, the CCRP will require minor modifications in its land use provisions, primarily to consolidate commercial uses.

Program priorities will be directed to early development of high quality residential uses in the North and South Beach areas, which will strengthen support for planned specialty and convenience retail uses in the northwest and produce additional tax increment revenues which will act to sustain a phased, active redevelopment program.

Related Goal:

"Development of a healthy diversity of land uses which will assure a strong and self-sustaining economic base for the City."

Secondary priority will be given to purchase of the Sunkist packing facility, located south of Hueneme Road, for continued citrus operations pending ultimate development of surrounding properties.

Consistent with goals of the adopted Redevelopment Plan, priority attention will be given to redevelopment of that portion of the Project Area bounded by Ponoma Street, Clara Street, the Naval Construction Battalion Center, and Pleasant Valley Road to harbor-related industrial uses. An important objective of this program will be the creation of additional employment opportunities for the City of Port Hueneme.

Recycling of land uses along the major thoroughfares of Pleasant Valley Road and Ponoma Street to higher density residential uses, form the third major near-term priority of the redevelopment program. Again, additional tax increments and retail commercial support will be produced.

The Ventura West area of the Project is a deteriorating neighborhood subject to both recycling and rehabilitation activities.

Stabilization of the core area of this neighborhood, through property rehabilitation and spot clearance/redevelopment action, is a final priority of the redevelopment program.

Urban Design

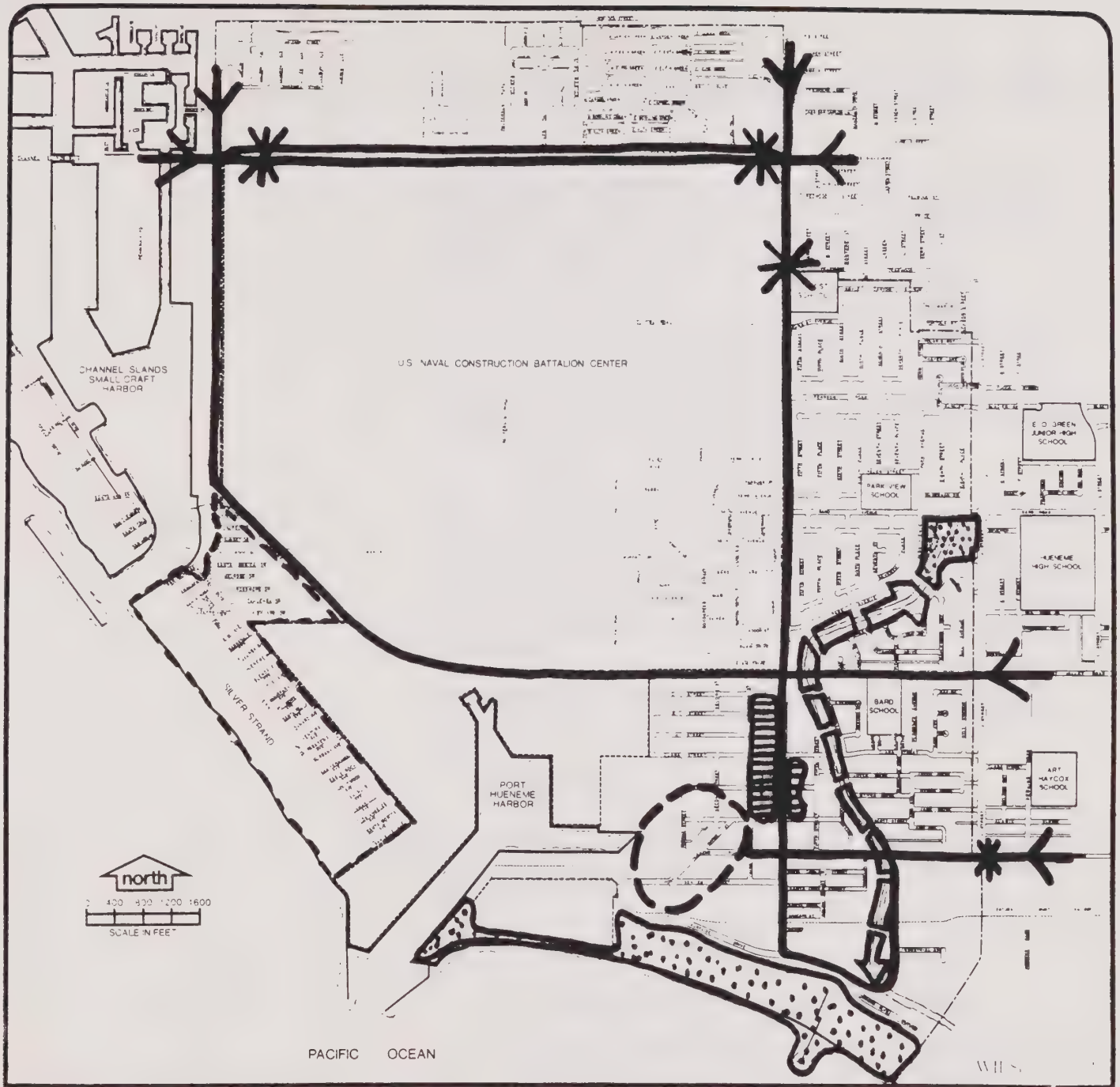
A major concern of the Community Development Action Plan relates to spatial organization of the City. The separate proposals for development and redevelopment of various portions of the City must be evaluated and coordinated in the context of some organizational concept. This concept can be called "urban design".

As a concept, it is a simple statement of basic design principles which should be used to help achieve the objectives of the plan. Details, standards and potential designs evolve from this concept.








Early analysis of Port Hueneme defined the major community design need -- a system of spatial connection which could help "tie" the community together and merge the existing fragments into a more cohesive and visible whole.

The figure which follows describes a basic urban design concept for Port Hueneme. This concept is a system of activity "spines"; mainly, streets and pathways; which could strongly influence the overall perception of the City as an urban form with distinct entries and edges.

A series of major entries is described. Such entries should consist of a significant landscape element, such as a group of specimen trees with complementary signing. The plan proposes that the



URBAN DESIGN CONCEPT

-  Major Activity Spine
-  Recreational Amenity/Resource
-  Major Entry
-  Potential Annexation Area
-  Harbor Focus Area
-  Recreational Corridor
-  Civic Service Core





design of such entries be added to the City's current streetscape project for Ventura Road, Hueneme Road, and Channel Island Boulevard.

Bubbling Springs Parkway can provide a major non-automotive linkage as part of this concept. Connection of the residential neighborhoods from Pleasant Valley Road to the beach and fishing pier will enhance this portion of the City.

The principal focus of the entire concept involves the proposed "harbor focus area". Preliminary designs for a Market Street Landing or some other specialty retail center related to the harbor are based upon this idea. The definition of such an activity focus in this portion of the City is perhaps the most important element of the urban design concept and the entire CDAP.

Land Use Plan

Revision of the Land Use Element of the 1973 General Plan has been accomplished through a careful consolidation of major activities in the CDAP program. The economic base and market support/development potential studies have been input to a comprehensive evaluation of land use and policy alternatives for the community.

This methodology for considering options followed three basic steps:

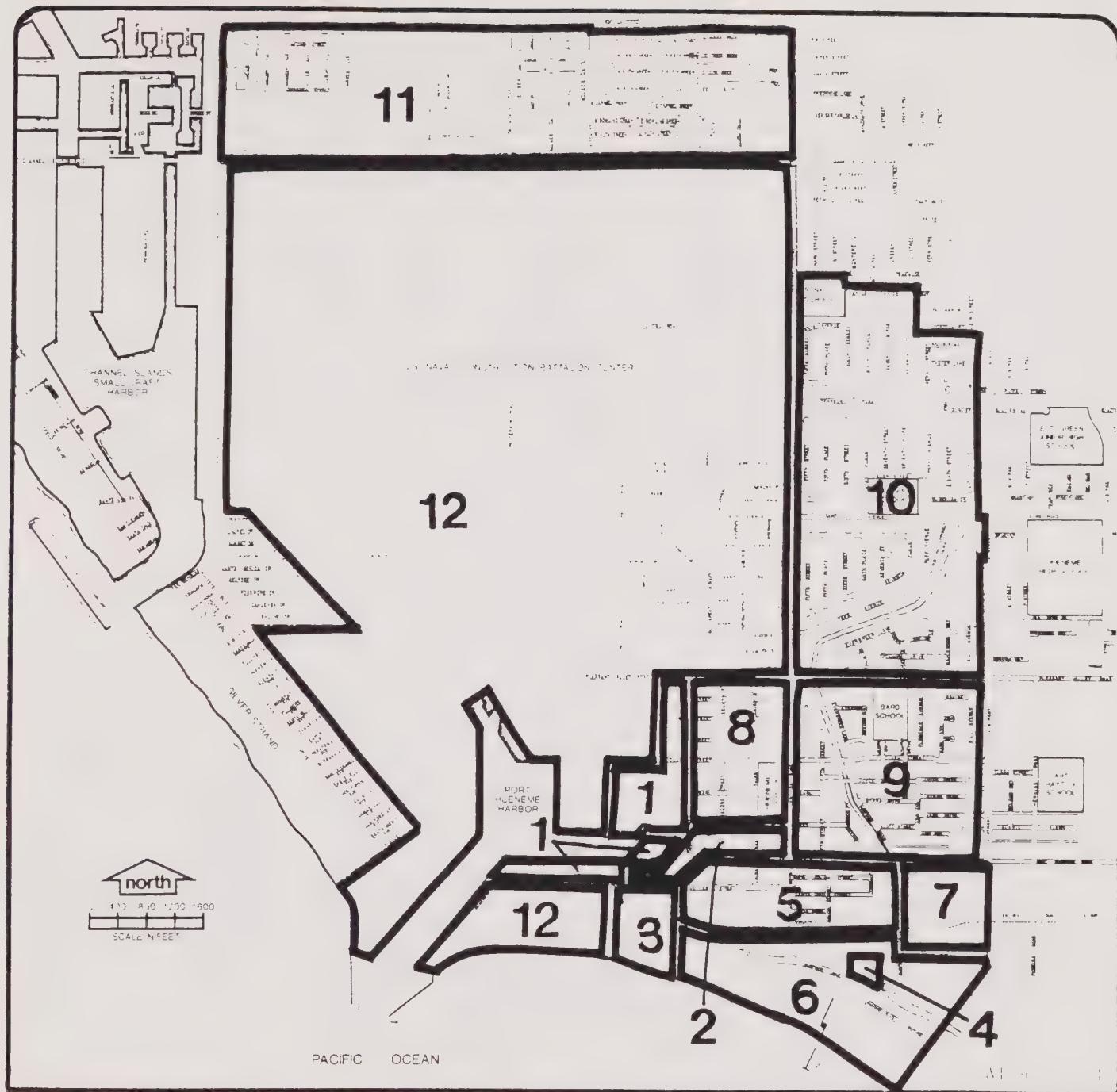
- Analysis Areas

The City of Port Hueneme was divided into twelve analysis areas, shown in the following figure. These areas were defined based upon:

- o Land use homogeneity
- o Similarity of problems and/ or opportunities
- o Location of convenient natural or man-made boundaries

The Analysis Areas selected were:

1. Harbor Improvement Area, including 1a, harbor expansion area, and 1b, ABC Street area;
2. Market Street;



ANALYSIS AREAS

1. Harbor Improvement Area
2. Market Street Area
3. Sunkist Site
4. Sewage Treatment Site
5. North Beach
6. South Beach
7. Industrial Site
8. Ventura West
9. Ventura East
10. Bubbling Springs
11. Channel Islands
12. Naval Construction Battalion Center



Table 19 LAND USE/POLICY/PROGRAM OPTIONS

<u>ANALYSIS AREA</u>	<u>LAND USE OPTIONS</u>	<u>POLICY/PROGRAM OPTIONS</u>
1. Harbor Improvement Area	a. Harbor expansion area Creation of shallow draft lagoon Port Industrial use b. ABC Street area Port industrial High density residential (20 du./ac.)	Joint powers agreement with Oxnard Harbor District (OHD) for harbor improvement Sales vs. lease or other temporary arrangement for OHD use of ABC street lands for port warehousing Port circulation
2. Market Street Area	Market Street Landing concept -- retail, commercial, visitor, port-related commercial Port-related industrial	Joint powers agreement with OHD
3. Sunkist Site	Visitor commercial - Hotel/Retail Port industrial Residential - High density (30 du/ac.)	
4. Sewage Treatment Site/ City Lands	Public/commercial - Auditorium/ restaurant, etc. Residential as a part of Area 6 (20 du/ac.)	City maintain site vs. sale to developer
5. North Beach	Residential low density - (7.5 du/ac.) Residential medium density (15 du/ac.)	Bubbling Springs linear park Relocate vs. refurbish public housing
6. South Beach	Residential medium density (max. 15 du/ac.) Residential high density (30 du/ac.)	Density/site design conditions RPD approval process
7. Industrial Site	Industrial park (No other options under consideration)	EDA assistance grant application
8. Ventura West	Residential low density/rehabilitation Residential medium density/ redevelopment	Site design standards Hueneme school site Public housing Senior citizens housing Recreational facilities for Mar Vista

Table 19, Continued

<u>ANALYSIS AREA</u>	<u>LAND USE OPTIONS</u>	<u>POLICY/PROGRAM OPTIONS</u>
9. Ventura East	Residential low density/rehabilitation; some clearance, replacement Residential low density/no action	Code enforcement/selective clearance Bubbling Springs Linear Park
10. Bubbling Springs	Residential low density/code enforcement Residential low density/no action	Bubbling Springs Linear Park Small number of senior citizen units on Boy's Club site? Code enforcement/no action
11. Channel Islands	Residential/commercial -- no further commercial development Residential/commercial -- commercial build-out along Channel Islands strip	Low vs. medium density residential Improvement of Channel Islands Boulevard with median
12. Naval Construction Battalion Center	Dependent on lands to be excessed	Business licenses Accurate census of military and dependents living in Port Hueneme Pleasant Valley/Victoria Connection Use of recreational facilities Northwest corner of CBC at Channel Islands/Victoria intersection Lighthouse promenade

TABLE 20

FISCAL IMPACT ANALYSIS OF LAND USE OPTIONS

<u>ANALYSIS AREA AND LAND USE OPTIONS</u>	<u>Net Project Costs</u>	<u>Tax Increment Revenues</u>	<u>Bonding Capacity</u>	<u>Annual Sales Tax</u>	<u>Other Annual City Revenue*</u>	<u>Capitalized Value of Major Benefits</u>
1. Harbor Improvement Area						
a. Harbor Expansion Area						
Creation of shallow draft lagoon	\$ 893,000	N.A.	N.A.	N.A.	N.A.	N.A.
Port Industrial Use	-0-	N.A.	N.A.	N.A.	N.A.	N.A.
b. ABC Street Area						
Port Industrial	2,465,000	\$ 95,000	760,000	N.A.	N.A.	N.A.
High density residential	2,355,000	56,000	445,000	N.A.	N.A.	N.A.
2. Market Street Area						
Market Street Landing Concept:	500,000	102,000	815,000	\$190,000	\$190,000	\$5,067,000
Retail, Commercial, Visitor, Port-Related Commercial						
Port-Related Industrial	1,219,000	119,000	950,000	N.A.	N.A.	N.A.
3. Sunkist Site						
Visitor Commercial	-0-	195,000	\$1,560,000	10,000	130,000	1,867,000
Port Industrial	-0-	N.A.	N.A.	N.A.	N.A.	N.A.
Residential	-0-	644,000	5,150,000	N.A.	N.A.	N.A.
4. Sewage Treatment Site/City Lands						
Public/Commercial	380,000	27,000	215,000	17,000	N.A.	227,000
Residential as a part of Area 6	(1,580,000)	296,000	2,365,000	N.A.	N.A.	N.A.

*Property tax increases (outside of redevelopment area), hotel room tax at 6%.

Table 20 (Cont'd)
Fiscal Impact Analysis of Land Use Options

	<u>Net Project Costs</u>	<u>Tax Increment Revenues</u>	<u>Bonding Capacity</u>	<u>Annual Sales Tax</u>	<u>Other Annual City Revenue*</u>	<u>Capitalized Value of Major Benefits</u>
5. North Beach						
Residential Low Density	\$ 710,000	\$253,000	\$2,020,000	N.A.	N.A.	N.A.
Residential Medium Density	20,000	375,000	3,000,000	N.A.	N.A.	N.A.
6. South Beach						
Residential Medium Density (max. 15 d.u./acre)	-0-	301,000	2,400,000	N.A.	N.A.	N.A.
Residential High Density (30 d.u./acre)	-0-	566,000	4,525,000	N.A.	N.A.	N.A.
7. Industrial Site						
Industrial Park No other options under consideration	1,740,000	384,000	3,070,000	N.A.	N.A.	N.A.
8. Ventura West						
Residential Low Density/ Rehabilitation	1,954,000	216,000	1,725,000	N.A.	N.A.	N.A.
Residential Medium Density/ Redevelopment	7,730,000	360,000	2,880,000	N.A.	N.A.	N.A.
9. Ventura East						
Residential Low Density/ Rehabilitation; some clearance, replacement	673,000	N.A.	N.A.	N.A.	N.A.	N.A.
Residential Low Density/No Action	-0-	N.A.	N.A.	N.A.	N.A.	N.A.

*Property tax increases (outside of redevelopment area), hotel room tax at 6%.

Table 20 (Cont'd)
Fiscal Impact Analysis of Land Use Options

	<u>Net Project Costs</u>	<u>Tax Increment Revenues</u>	<u>Bonding Capacity</u>	<u>Annual Sales Tax</u>	<u>Other Annual City Revenue*</u>	<u>Capitalized Value of Major Benefits</u>
10. Bubbling Springs						
Residential Low Density/Code Enforcement	\$50,000	N.A.	N.A.	N.A.	N.A.	N.A.
Residential Low Density/No Action	-0-	N.A.	N.A.	N.A.	N.A.	N.A.
11. Channel Islands						
Residential/Commercial No further commercial development	-0-	N.A.	N.A.	-0-	\$226,000	\$3,013,000
Residential/Commercial Commercial build-out along Channel Islands Strip	-0-	N.A.	N.A.	\$120,000	165,000	3,800,000
12. Naval Construction Battalion Center						
Dependent on lands to be excessed	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.

*Property tax increases (outside of redevelopment area), hotel room tax at 6%.

Source Urban Projects, Inc.

3. Sunkist site;
4. Sewage Treatment site;
5. North Beach;
6. South Beach;
7. Industrial site;
8. Ventura West;
9. Ventura East;
10. Bubbling Springs;
11. Channel Islands; and
12. Naval Construction Battalion Center.

- Development of Land Use Alternatives

Through use of community interviews, CDAP advisory meeting input, discussions with City staff, and the findings of the consultant study program, a list of land use alternatives was compiled for each analysis area. Not all alternatives were considered for each site. Those options which were considered inappropriate for economic, environmental, or other reasons, were discarded.

- Testing of Alternatives

Alternatives were value-tested for consistency with revised City goals, using a value scale of 0 to 3 for "excellent contribution toward goal achievement".

Evaluation of the various options also included consideration of fiscal impact as described in Table 20.

The end result of such analysis and evaluation is the recommended land use plan as described in the Preliminary General Plan , Figure 10.

The major thrust of the revised land use plan relates to development of a major "focus" for the old downtown area. As defined in the market support studies earlier, the City of Port Hueneme must establish some significant "draw" feature within the area south of Pleasant Valley Road in order to stimulate retail and industrial growth, and provide the basis for a healthy balance of land use in the City.

A. Harbor Areas

Early analysis evolved the need to "find the harbor" and to strengthen the image of the City. With these and other factors in mind, the plan proposes the establishment of a specialty center retail use for the harbor area near Market Street. Initial ideas have considered the physical expansion of the harbor channel eastward toward Market Street to visually connect the water area with this portion of the City and thus provide the necessary environmental setting for such a center. The concept involves redevelopment of the Market Street area into a shopping mall along a new "board-walk" adjacent to continued commercial harbor operations. Truck and auto access to the port via Port Hueneme Road would require further study of alternate alignments. However, this concept should be refined in conjunction with further development of the Oxnard Harbor District harbor plan. Therefore, the revised land use plan for the City of Port Hueneme proposes the definition of this area as "Harbor Related - Special". The intended use is specialty retail and harbor-related industrial office use subject to design control under the joint powers development district technique.

Expansion potential of the port is recognized along with the need for additional land by continuation of the land use policy previously described for the ABC area east of Ponoma Street. Strengthening of this land use change and resultant compatibility with residential lands within the Ventura West neighborhood is provided by the proposed corridor of high density residential use for the east side of Ponoma Street and medium density residential for the southerly side of Pleasant Valley Road. Such land use will accommodate tenants who require easy access to jobs in the CB Center and the port industrial facilities. It can also serve to physically buffer the interior areas with lower density, lower profile housing units.

B. Beachfront

A key amenity of the City of Port Hueneme, the beachfront represents a land asset whose value will probably continue to escalate in both real and perceived value over time. It deserves the best efforts to conserve its recreational value to the community and to visitors. It requires continued efforts to expand and maintain the various physical facilities which it contains.

The plan calls for initiation of a special Beach Master Development Plan at the earliest opportunity. The purpose of such a specific plan is to describe the status of current improvements, assess current usage and demand, and develop a phased program for continued improvement of beach facilities.

The plan also notes the need to monitor the status of the Corp of Engineers' program for beach sand replenishment. The problem

of beach erosion (which was intensified with harbor-related improvements many years ago) will probably require the continuation of the major sand pumping project which the federal government, through the Corps, has sustained. It is important to stipulate that without such a program, the beachfront at Port Hueneme may be seriously depleted, if not eliminated.

Specific new proposals for the beachfront also suggest improvement of a "Lighthouse Promenade" scenic drive along the southerly boundary of the land now controlled by the U.S. Navy Civil Engineering Laboratory. When made available for non-federal use, this land should be added to beachfront properties for public enjoyment.

C. Surfside Village

Perhaps the least difficult land use policy decision to be made relates to this area of Port Hueneme. Market demand, natural orientation and current development trends all clearly point toward continued residential use.

However, the plan proposes some minor, but important, changes in land use policy. In lieu of continued high density residential use for the entire remaining area, the plan recommends a policy of comprehensively designed development. Specifically, the plan requires development of the Surfside Drive-Hueneme Road area under a residential "village" concept. This concept will require the overall development of a self contained complex of a mixture of residential housing types such as single-family attached, single-family detached, multiple-family attached and multiple-family rental units in a well designed complex which includes other facilities. The City owned Moranda Park and Bubbling Springs Parkway are contained in this section. Also, the City's old sewage treatment plant site occupies a strategic location within the area.

Successful development of this quadrant will therefore include the mix of residential units, the City park and parkway, and the public/semi-public facilities on the treatment plant site. The plan suggests an overall density of not more than 25 units to the acre under provisions of the planned development technique.

D. Ventura West

Ventura West (most of Census Tract 44-2) is a residential area south of Pleasant Valley Road and west of Ventura Road. A significant change in land use policy is stipulated for this area in the new plan.

Under provisions of the 1973 plan, a policy of high density housing was directed. The current land use mixture of older, small residential units, mobile homes, apartments, and a conglomeration of commercial and industrial uses illustrates the need for urgent action to prevent further deterioration. This neighborhood is in

an obvious state of decline. Reference to previous data (Planning Framework) indicates a concentration of low income, high vacancy rates, high unemployment, and other signs of blight.

The proposed plan calls for a policy of change in planned density from high to low, with the previously described inclusion of medium and high density strips along Ponomo Street and Pleasant Valley Road. Housing strategies are suggested which would allow conservation and rehabilitation of the adequate units in the neighborhood. Selective redevelopment of substandard properties on a case-by-case basis is also suggested.

The shift from blanket high densities to this lower density, combined strategy approach will require a careful, detailed program to achieve the degree of change which is necessary. The plan, therefore, suggests that a specific plan for this area be initiated as soon as possible in order to define the extent of code violations in the area and develop a reasonable and achievable program for upgrading this important portion of the central city.

E. Ventura East

Directly east of Ventura West, this neighborhood includes much of Census Tract 44-1. As such, it shares some of the same physical problems as Ventura West. In general, it is less affected by the problems of mixed use and code violations. The high concentration of pre-1940 and pre-1950 dwellings is illustrated in signs of some neighborhood decline which will require quick action to alleviate. However, no significant change in land use policy for the bulk of this area is stated in this new plan.

F. Channel Islands Boulevard

The City area north of the CB Center along Channel Islands Boulevard is experiencing significant growth pressure due to continued expansion and development of the Channel Islands Marina complex. As this portion of Port Hueneme is physically discrete from the inhabited body of the City, it requires special attention to assure that land use policy works toward the attainment of total City objectives, as well as neighborhood interests.

The increase in utilization of Channel Islands Boulevard by visitors to and from the Marina can reasonably be expected to increase with future development of the facility.

Current land use policy, as described in the 1973 General Plan, requires infill of vacant land with more medium density residential use plus expansion of the commercial center at Victoria Avenue and the Boulevard. Provision of a new neighborhood park between Victoria and Patterson Road is also illustrated.

No substantial change in land use is defined in this new plan except for a few minor items. The plan limits commercial development to

currently zoned areas north of the Boulevard, and indicates the importance of potential new commercial development on the south side of the Boulevard, should military lands become available. In fact, the provision of sites for a new center at Victoria and at Ventura Road could offer substantial benefits to the City's sales tax since they would serve traffic heading easterly (and departing from the Marina) more efficiently than existing facilities.

G. Bubbling Springs Parkway

One of the more unique features of the City is the Hueneme Ditch or flood control channel. In past years, this natural drainage channel has been partially improved in the area north of Pleasant Valley Road in conjunction with the Community Center, Library, and City Park. However, the remainder of this channel has been left in its natural condition or covered over with structures and parking lots.

The proposed plan clearly states the importance attached to the completion of a linear parkway extending from Pleasant Valley Road (the current terminus) to Surfside Drive and the beach.

The City Council has authorized design drawings for improvements to this channel in conjunction with the Ventura County Flood Control District. As planned, the parkway will include an improved drainage and flood control channel, bikeways and pedestrian paths, plus other open spaces.

Future improvements of this important physical asset of the community should include addition of key pieces of property along the right-of-way as appropriate to improve access to the parkway.

H. Pleasant Valley Road

For many years, the General Plan of the City of Port Hueneme has indicated planned extension of Pleasant Valley Road through the CB Center to connect with Victoria Avenue, and eventually, to provide a linkage to U.S. 101 to the north. Several efforts have been attempted to negotiate such an extension through cooperation with the U.S. Navy, which currently controls the needed right-of-way.

At the present time, construction is underway for completion of Victoria Avenue to U.S. 101. Only a small section of highway between Gonzales Road and Doris Avenue in the City of Oxnard will remain uncompleted.

This extension of Pleasant Valley is essential to the City of Port Hueneme for several reasons:

1. Successful revitalization of the older section of the community requires improved access.

2. Continued improvement of the Channel Islands Marina complex nearby assumes increased traffic flow due to visitors.

3. Current expansion plans of the Oxnard Harbor District for the Port of Hueneme will also require improved accessibility and circulation capacity.

The plan proposes immediate action to investigate the physical and jurisdictional feasibility for the extension. (Actions already accomplished include endorsement by the CDAP Citizens Advisory Committee, and preliminary concept approval by the City Council.)

I. Silver Strand

Residents of Port Hueneme are familiar with the concept of annexation of portions of unincorporated beach areas near the Channel Islands Marina. During past years, several efforts toward annexation of the Silver Strand area have been attempted.

Reexamination of the situation today reinforces the validity of such annexation for the following basic reasons:

1. The area is currently served by the City of Port Hueneme for many required services.

2. It is contained within the Hueneme School District.

3. Proposed improvements in the highway system, (extension of Pleasant Valley Road) will significantly tie the area to the central portion of Port Hueneme, and greatly improve accessibility for its residents.

However, the 1,300 to 1,400 residents of Silver Strand must be asked for their interest and/or preference in determining future annexation policy. In addition, a detailed analysis of fiscal implications, for all parties involved, should be conducted.

The plan proposes, therefore, that the City take the following action steps:

1. Request LAFCO to show the Silver Strand as within the "sphere of influence" of Port Hueneme.

2. Initiate a detailed feasibility study to determine annexation desirability.

J. U.S. Navy Construction Battalion Center

The largest land "user" in the City is also the most important -- the U.S. Navy. The property now controlled by the CB Center represents the physical "body" of the community, to which are "attached" the other segments and neighborhoods. It abuts two significant major highways, and literally controls access to a major

portion of the City. In addition, its large land area (some 1,650 acres or 58 percent of the entire City) represents a critical factor in determination of long-range land use and development policy.

Accordingly, the plan proposes certain designated land uses for portions of the Center. These designations are intended to state City policy for use of land if and when it should become available for non-military purposes.

Table 21

**GENERAL PLAN LAND USE EVALUATION
ADOPTED GENERAL PLAN/1973 GENERAL PLAN**

<u>Land Use Category</u>	<u>Proposed General Plan</u>		<u>1973 General Plan</u>	
	<u>Acres</u>	<u>Percent</u>	<u>Acres</u>	<u>Percent</u>
Possible Use for CBC				
Military	897	31.5	1,650	57.9
Residential Low Density	330	11.6	n.a.	n.a.
Commercial	190	6.7	n.a.	n.a.
Industrial-Harbor Related	115	4.0	n.a.	n.a.
Open Space/Recreation	118	4.1	n.a.	n.a.
Total	1,650	57.9	1,650	57.9
Residential^{1/}				
High Density	73	2.6	148	5.2
Medium Density	288	10.1	224	7.9
Low Density	279	9.8	253	8.9
Total	640	22.5	625	22.0
Commercial				
General	52	1.8	78	2.7
General (Joint Powers)	20	0.7	n.a.	n.a.
Total	72	2.5	78	2.7
Industrial				
Harbor Related	99	3.5	123	4.3
Light	37	1.3	24	0.8
Heavy	n.a.	n.a.	13	0.5
Total	136	4.8	160	5.6
Public				
Public Facilities	18	0.6	8	0.3
Schools	34	1.2	34	1.2
Total	52	1.8	42	1.5
Open Space/Recreation	158	5.5	153	5.3
Vacant	0	0.0	0	0.0
Circulation	142	5.0	142	5.0
Silver Strand Annexation Area (Low Density Residential)	110	n.a.	n.a.	n.a.
Total Gross Acres (Current)	2,850	100.0	2,850	100.0
Total Gross Acres with Silver Strand	2,960	n.a.	n.a.	n.a.

1/ Residential density classifications in dwelling units (du's) per acre are as follows:

<u>Residential Classification</u>	<u>Proposed General Plan</u>	<u>1973 General Plan</u>
High Density	16-25 du/ac	16-30 du/ac
Med. Density	8-15 du/ac	6-15 du/ac
Low Density	0-7 du/ac	0-5 du/ac

Table 22

**ENVIRONMENTAL PROFILE
ADOPTED GENERAL PLAN/1973 GENERAL PLAN**

	<u>Proposed General Plan^{1/}</u>	<u>1973 General Plan</u>
Population		
Total Residents	24,000	27,000
School Age	2,880	3,740
Dwelling Units	8,280	9,070
Utilities		
Water (gallons/day)	1,791,000	2,267,500
Sewage (gallons/day)	1,235,800	1,564,500
Electricity (kw/day)	15,100	26,300
Solid Waste (lbs/day)	173,200	301,800
Gas (cubic ft/day)	139,700	266,000
Traffic		
Trips/day	72,000	91,000
Peak Hour	8,200	10,400
Total Vehicle Miles Traveled	214,800	271,400
Air Quality^{2/}		
(Mobile emission, tons/day - 1980)		
Hydrocarbons (HC)	.859	1.108
Carbon Monoxide (CO)	6.820	8.640
Oxide of Nitrogen (NOx)	.698	.882
Oxide of Sulfur (SOx)	.043	.059
Particulates	.026	.036

1/ Does not include Silver Strand Annexation Area.

2/ State of California Air Quality Standards.

Table 23

PORT HUENEME
ADOPTED GENERAL LAND USE PLAN

<u>Land Use Category</u>	<u>Acres</u>		<u>Percent</u>	
Residential				
Low Density (0-7 du/ac)	279		9.8	
Med. Density (8-15 du/ac)	288		10.1	
High Density (16-25 du/ac)	<u>73</u>	640	<u>2.6</u>	22.5
Commercial				
General	52		1.8	
Specialty (Joint Powers)	<u>20</u>	72	<u>.7</u>	2.5
Industrial				
Harbor Related	99		3.5	
Light	<u>37</u>	136	<u>1.3</u>	4.8
Public Facilities	<u>52</u>	52	<u>1.8</u>	1.8
Open Space/Recreation	<u>158</u>	158	<u>5.5</u>	5.5
Possible Use for CBC				
Military	897		31.5	
Res. Low Den. (0-7 du/ac)	330		11.6	
Commercial	190		6.7	
Ind. Harbor Related	115		4.0	
Open Space/Recreation	<u>118</u>	1,650	<u>4.1</u>	57.9
Silver Strand Annexation Area				
Res. Low Den. (0-7 du/ac)	<u>110</u>	110	N.A.	N.A.
Circulation	<u>142</u>	<u>142</u>	<u>5.0</u>	<u>5.0</u>
TOTAL CITY (CURRENT)		2,850		100.0
TOTAL CITY WITH SILVER STRAND		2,960		

Table 24

PORT HUENEME
GENERAL LAND USE PLAN

<u>Area</u>	<u>Proposed Land Use</u>	<u>Acres</u>
1	Harbor Related Industrial	93
	Commercial (Joint Powers)	5
Total 1		<u>98</u>
2	Commercial	15
	Specialty (Joint Powers)	15
Total 2		<u>30</u>
3	Harbor Related Industrial	6
	Open Space/Recreation	14
Total 3		<u>20</u>
4 & 6	Res. (8-15)	18
	Res. (16-25)	23
	Public Facilities	2
	Open Space	86
	Light Industrial	2
Total 4 & 6		<u>131</u>
5	Res. (8-15)	18
	Res. (16-25)	31
	Open Space	10
Total 5		<u>59</u>
7	Light Industrial	35
Total 7		<u>35</u>
8	Res. (0-7)	16
	Res. (8-15)	8
	Res. (16-25)	7
	Public Facilities	16
Total 8		<u>47</u>
9	Res. (0-7)	66
	Res. (8-15)	25
	Commercial	10
	Public Facilities	17
	Open Space	6
Total 9		<u>124</u>

Table 24, Continued

<u>Area</u>	<u>Proposed Land Use</u>	<u>Acres</u>
10	Res. (0-7)	197
	Res. (8-15)	0
	Public Facilities	17
	Commercial	3
	Open Space	29
Total 10		<u>246</u>
11	Res. (8-15)	219
	Res. (16-25)	12
	Commercial	24
	Open Space	13
Total 11		<u>268</u>
12	Res. (0-7) - possible	330
	Commercial - possible	190
	Harbor Related Ind. - possible	115
	Open Space - possible	118
	Military - possible	897
Total 12		<u>1,650</u>
Silver Strand if Annexed	Res. (0-7) - possible	<u>110</u>
Total		110
*TOTAL (excepting Silver Strand)		2,850
*Includes roads (142 acres)		

Implementation



IMPLEMENTATION

Community Development Action Plan Process

Successful implementation of the CDAP process will require a new approach to organization of the City's budgeting and programming process. The basic difference consists of the integration of all City proposed projects and programs into a composite evaluation of comprehensive efforts to achieve given City goals.

The first step in this implementation will include a documentation of new programs for the 1977-78 fiscal year subsequent to adoption of this plan. As the HCDA block grant funding application is defined and approved for submittal, and the appropriate capital improvement budget is determined, the basic framework for the implementation process will be set.

In future years, annual review of progress in goal achievement will be required to determine which plans and/or programs should be adjusted.

Housing Strategies

Port Hueneme's application for Housing and Community Development Block Grant funds for fiscal year 1977-78 will reflect long-term goals articulated in previous sections of this Plan, as they refer to eligible HCDA activities.

Priority attention will be given to implementation of housing conservation and rehabilitation activities. Funding will be sought for low-interest and deferred payment loans to be made available to owners of properties in the Ventura West and Ventura East neighborhoods who undertake corrective property improvements.

In addition, HCDA funding will be requested for an incentive rebate program for code-related improvements to homes in the Bubbling Springs area.

The City will implement an active program of public information and technical assistance to such owners in an effort to instigate corrective rehabilitation work and reversal of deferred property maintenance patterns.

Because corrective rehabilitation predominates conservation strategy needs in the neighborhoods south of Pleasant Valley Road, and north of Scott Street, and because such corrective action implies substantial cost, program approaches in these neighborhoods are premised upon the availability of highly favorable financing tools such as very low interest loans and deferred payment loans for hardship situations.

Deferred property maintenance predominates housing deficiency patterns in the Bubbling Springs neighborhood. Reversal of this trend is possible at lower levels of cost and private investment.

However, in order to provide incentives to owners to undertake needed work, and in order to alleviate financial hardships, the City's housing conservation program will include rebates to owners for a portion of the cost of necessary improvements.

If rehabilitated housing and stabilized neighborhoods are to be maintained in healthy condition over a period of many years, it will be necessary that attention be given to methods of assuring continued maintenance of dwellings and continued conformance to code requirements. It may be necessary that the City evaluate the need for, and desirability of, utilizing such tools as a local Property Maintenance Code, dwelling unit occupancy permits or pre-sale property inspection and certification procedures for this purpose.

Priority attention also will be directed to development of an additional 90 units of federally-subsidized senior citizen housing in the Civic Center area, and to creation of additional assisted housing opportunities in existing dwelling units for families of limited means. The City will actively pursue federal financial assistance for these purposes.

Supportive public service programs, such as Home Management Training and child care facilities for lower-income families, will be planned and implemented to complement the City's efforts in housing assistance.

Development Review

Under the provisions of planned development review, the City relaxes strict and arbitrary design requirements for new development in order to encourage more creative and productive site planning which incorporates more amenities and achieves more efficient use of land. For several years, the City of Port Hueneme has employed the PD approach in efforts to encourage more imaginative design.

It is apparent that more attention must be given to the administration of this technique; more effort should be allocated to a careful review of submitted plans so as to ensure the best possible design.

The City of Port Hueneme asserts its desire to upgrade and improve the standard of quality in all new developments subject to review and approval of the City under provisions of the planned development approach. Therefore, the plan calls for the establishment of an improved Design Review process. This should include the preparation of new guidelines for site plan development within the City's PD district. In addition, the City should reinforce the existing staff with selected qualified consultants on a regular basis to review all PD application prior to action by the City and approval of building permits.

Redevelopment Program

Implementation of redevelopment program objectives and priorities will require extensive and sustained effort and funding over a multi-year period.

Shortly after adoption of this General Plan, the Redevelopment Plan for the Central Community Redevelopment Project (CCRP) will be amended to incorporate land use and planning objective modifications implied herein, and to achieve required conformity to the City's General Plan.

Direct federal financial assistance to the A-38 Redevelopment Project portion of the CCRP will be terminated during fiscal year 1976-77, and leveraging of available and projected tax increments through sale of tax allocation bonds will be pursued. Monies thus obtained will be directed to implementation of the priority activities outlined in the preceding section.

An additional important step in the near term will be the evaluation of the impact of new residential development south of Hueneme Road on surrounding land uses. As this area redevelops, changes will occur in market support for adjacent planned uses (particularly with respect to retail activities) which changes should be closely monitored so that their positive effects can be maximized and any negative impacts can be mitigated prior to implementation of commercial development objectives.

In the future it will be important that continuous attention be given to potential for increment-producing activities, and that flexibility in program directions be retained to the extent that the redevelopment program is able to capitalize upon development opportunities as they arise. In this way, a self-sustaining program can be maintained.

Aggressive marketing of land available for new development will be an important element of the implementation program. Careful attention to design and site planning will assure maximum favorable impact of new developments upon the City as a whole.

Finally, it will be significant to the achievement of the goals and objectives of the Community Development Action Plan that continuing evaluation be made of the need for, and fiscal/economic impact of, including additional areas in the City's redevelopment program. Because the redevelopment program often can provide extraordinary funding resources, it should continue to be viewed as an important tool for use in achieving the City's overall physical and economic development goals.

Capital Improvement Program

Each year, the City of Port Hueneme prepares an annual capital improvement budget. The purpose and function of this budget is to define and prioritize selected physical improvement projects which the City intends to design and/or construct during the ensuing fiscal year.

It is a "budget" because choices must be made among many competing projects for the limited financial resources which can be made available each year. It is significant because the dollar amounts involved are usually quite significant compared to total City expenditures.

Under the CDAP plan/program, the definition of the capital improvements program (CIP) and each year's capital improvement budget, must recognize overall community objectives and reflect the overall budget priorities.

Following adoption of this plan, the adopted five-year CIP and each succeeding annual capital budget should be included as an integral part of the CDAP. In this manner, readers will be aware of short-term and long-term implementation plans by the City.

Annual City Budget

Perhaps the best indicator of the City's ability to proceed with implementation of the CDAP program is the City budget. This annual allocation of City dollars to various administrative, service, and other cost items describes clearly how the City is addressing the current priorities.

In keeping with the overall context of the CDAP plan, annual budgeting on a "program" basis is proposed. This system consists basically of budgeting all cost items in support of various City programs as a cost center unit so that performance of the program as a whole can be monitored and evaluated from year to year.

CDAP Management

The key to successful implementation of the CDAP process will rest in City administration. After adoption of these policies by the City Council, the responsibility for "following through" with the details of implementation will be assigned to the City Manager and his staff. Accordingly, the plan proposes the reorganization of administrative duties among his senior level staff to more effectively achieve this purpose.

Prologue to the Future

*"The longest journey
begins with a single step".*

Establishment of the CDAP process within the City of Port Hueneme is already well begun. The concept of comprehensive analysis and evaluation of opportunities for community development based upon a pragmatic assessment of economic and fiscal implications has been developed during the past months of discussion with the Citizen's Advisory Committee during early phases of the CDAP work program. The people of Port Hueneme understand the basic elements of the process and can be expected to continue their interest and support of this approach.

Documentation and detailing of the specifics of plans and programs can now be accomplished within the overall framework of the CDAP. In this manner, needless repetition of work can be avoided and resources can be concentrated on areas of greatest priority.

The City of Port Hueneme enjoys a bright potential for immediate development of quality housing, and an exciting longer-range

opportunity for a strong new harbor focus which can upgrade the image of the City and help establish a firm economic base for the future.

With the momentum developed thus far, and the promise of continued efforts for tomorrow, the citizens of the community can anticipate a better City in years to come.

APPENDIX

APPENDIX

General Plan Requirements

The elements mandated by the Planning Act of the State Government Code have been integrated into functional relationships which better serve the needs of the City and meet the intent of the Act. The following list describes the location by Plan Section and element:

<u>Mandated Element</u>	<u>Location in Plan</u>
1. Land Use	<ul style="list-style-type: none">o Community Development Plan/ Program<ul style="list-style-type: none">- City Plans and Programs - pp. 73-80- Goals and Urban Design - pp. 80-82- Land Use Plan - pp. 82-101o Planning Framework<ul style="list-style-type: none">- Background, History, Regional/ Local Environmental Setting - pp. 8-10- Man-Made Environment - pp. 19-29- Economic/Social Characteris- tics - pp. 30-56- Prior General Plan - pp. 57-60- Existing Land Use and Zoning - pp. 61-64- Intergovernmental Impact - pp. 65-72o Implementation - pp. 103-106
2. Circulation	<ul style="list-style-type: none">o Planning Framework<ul style="list-style-type: none">- Circulation Systems - pp. 22-23o Community Development Plan/ Program<ul style="list-style-type: none">- Urban Design - pp. 80-82- Land Use Plan - pp. 82-101

<u>Mandated Element</u>	<u>Location in Plan</u>
3. Housing	<ul style="list-style-type: none"> o Planning Framework <ul style="list-style-type: none"> - Social Characteristics - pp. 30-41 - Development Potential - pp. 42-46 - Prior General Plan - pp. 57-60 - Existing Land Use and Zoning - pp. 61-64 o Community Development Plan/Program <ul style="list-style-type: none"> - Program Concept - p. 73 - HCDA Plan and Housing Assistance Plan - pp. 73-75 - Housing Development/Conservation - pp. 75-77 - Redevelopment Project Plan/Program - p. 79 - Land Use Plan - pp. 82-101 o Implementation - pp. 103-106
4. Conservation	<ul style="list-style-type: none"> o Planning Framework <ul style="list-style-type: none"> - Natural Environment - pp. 10-18
5. Open Space	<ul style="list-style-type: none"> o Planning Framework <ul style="list-style-type: none"> - Public Facilities - pp. 24-26 - Tourism/Sportfishing - pp. 55-56 - Prior General Plan - pp. 57-60 - Existing Land Use and Zoning - pp. 61-64

<u>Mandated Element</u>	<u>Location in Plan</u>
	<ul style="list-style-type: none"> o Community Development Plan/Program <ul style="list-style-type: none"> - Joint Power Development District - pp. 78-79 - Land Use Plan - pp. 82-101 o Implementation - pp. 103-106
6. Seismic Safety	<ul style="list-style-type: none"> o Planning Framework <ul style="list-style-type: none"> - Land Form, Geology, Seismic Conditions - pp. 10-13
7. Noise	<ul style="list-style-type: none"> o Planning Framework <ul style="list-style-type: none"> - Noise Environment - pp. 28-29
8. Scenic Highway	<ul style="list-style-type: none"> o Planning Framework <ul style="list-style-type: none"> - Circulation System - pp. 22-23 o Community Development Plan/Program <ul style="list-style-type: none"> - Urban Design and Land Use - pp. 80-101
9. Safety	<ul style="list-style-type: none"> o Planning Framework <ul style="list-style-type: none"> - Public Facilities - pp. 24-26 - Air Quality - pp. 26-28 - Noise Environment - pp. 28-29 - Intergovernmental Impact - pp. 65-72

Since the nature of any General Plan is long range and prescriptive, it is more appropriate to consider potential environmental effects as an internal portion of the Plan itself, rather than as an external document. Current guidelines of the State Resources Agency permit this approach if reference is made to the relevant sections of the Plan which address environmental issues as required.

DESCRIPTION OF THE PROJECT

The project is an amendment and reformatting of the General Plan for the City of Port Hueneme.

The objective of the project is the consolidation of existing development plans and programs with updated information concerning economic and fiscal implications in order to prepare a comprehensive, long-range plan for community development. The format of this consolidation is expressed as the Community Development Action Plan of which the General Plan is a statement.

A general description of the project's technical, economic, and environmental characteristics includes:

- o Technical - The project is a guide to be used by the City Council and the Planning Commission concerning the future development of the City.
- o Economic - The project will provide for land use activities which can promote a strong economic base for the community.
- o Environmental - The project analyzes and considers environmental implications with land use planning and development options.

A more specific description of the project is found in the following sections of the Plan:

1. Introduction
 - o Definition, Purpose and Format - p. 1
2. Goals and Objectives
 - o General and Community Planning Process, Goals, and Citizen Participation - pp. 3-7
3. Planning Framework
 - o Regional/Local Setting - pp. 9-10

ENVIRONMENTAL SETTING

A complete description of the project's environmental setting is found in the following section of the Plan:

1. Planning Framework

- o Background and History - p. 8
- o Natural Environment (includes Landform, Geology, Seismic Conditions, Marine Sediments, Hydrology, Climate, Terrestrial and Marine Biology) - pp. 10-18
- o Man-Made Environment (includes Context, Utility Systems, Circulation System, Public Facilities, Air Quality and Noise) - pp. 19-29
- o Economic/Social Considerations (includes Market Area Definition, Population Characteristics, Income, Employment Trends, Retail Expenditure Patterns, and Development Potential) - pp. 30-56
- o Prior General Plan, Existing Land Use and Zoning - pp. 57-64
- o Government Agencies - pp. 65-72
- o Land Use Plan - pp. 82-96

ENVIRONMENTAL IMPACT

A. Significant Environmental Effects of the Proposed Project

The project is a positive approach to reduction of environmental impacts, chiefly due to a reduction in land use densities contained in the existing General Plan.

For a more detailed description of environmental effects refer to the following section of this Plan:

1. Community Redevelopment Action Plan/Program

- o Land Use Plan - pp. 82-96
- o Specific Environmental Factors - pp. 97-101

B. Significant Environmental Effects Which Cannot Be Avoided If The Proposal Is Implemented

No significant adverse environmental effects resulting from the Plan have been identified. The conversion of vacant land to urban use as well as alteration of the land use pattern in

some portions of the City could potentially create adverse environmental effects. However, the Plan is intended to reduce these to the point where they are not significant. Other adverse impacts which cannot be avoided are those associated with factors of the natural environment.

A more detailed discussion of adverse environmental effects is found in the following sections of the Plan:

1. Natural Environment - pp. 10-18
2. Man-Made Environment - pp. 19-29
3. Intergovernmental Impact - pp. 65-72

C. Mitigation Measures Proposed To Minimize The Significant Effects

In a general sense the project is a mitigation measure in itself. It proposes to protect the natural environment of the City and, through the environmental analysis of specific development proposals, require specific mitigation measures. A discussion of mitigation measures is found in the following sections of the Plan:

1. Community Development
 - o Plan Concept, HCDA Plan, and Housing Assistance Plan - pp. 73-74
 - o Housing Development, Economic Development, Joint Powers, Redevelopment, Urban Design, Land Use Plan - pp. 75-101
2. Implementation - pp. 102-106

D. Alternatives To The Proposed Action

Alternatives to the project are: (1) no Plan; (2) a Plan accommodating maximum development; and (3) a more restrictive Plan. No Plan would be illegal under State law, and would lead to degradation of the environment because there would be no comprehensive policy direction. A less restrictive Plan could result in over development and over utilization of resources, which could produce numerous adverse impacts. A more restrictive Plan could lessen adverse environmental impacts, but could increase social, legal, and economic impacts. These three alternatives are not consistent with the City's goals and objectives.

A more specific discussion of project alternatives is found in the following sections of this Plan:

1. Community Development Action Plan/Program

- o City Action/Development/Conservation Plans and Programs - pp. 73-81
- o Land Use Plan - pp. 82-101

E. The Relationship Between Local Short Term Uses Of Man's Environment And The Maintenance And Enhancement Of Long Term Productivity

The project was designed to ensure long term productivity through stabilizing and upgrading the functional, fiscal and visual aspects of the project area. Achievement of the goals, as outlined in the Plan, is directed to occur in a carefully planned manner which will not result in significant short term impacts to the environment.

Additional discussion is found in the following sections of the Plan:

1. Planning Framework

- o Economic Base Analysis - pp. 30-41
- o Development Potential - pp. 42-56
- o Intergovernmental Impact - pp. 65-72

2. Community Development Action Plan/Program

- o City Action/Development/Conservation Plans and Programs - pp. 73-81
- o Land Use Plan - pp. 82-101

3. Implementation - pp. 102-106

F. Any Significant Irreversible Environmental Changes Which Would Be Involved In The Proposed Action Should It Be Implemented

The primary irreversible changes involved in the project will be the development of vacant land to urban uses. All vacant land within the City which has been designated for development by the Plan is no longer in its natural state. The City has been completely urbanized for many years. The Plan will not effect the City's beach or adjacent marine environment.

Additional discussion which describes proposed land uses is found in the following section:

1. Community Redevelopment Action Plan/Program

- o Land Use Plan - pp. 82-101

- G. The Growth Inducing Impact Of The Proposed Action

The growth inducing impact of the project relates to projected increases in commercial areas, industrial activity, new dwelling units and increased population. The Plan directs growth to those areas where natural environmental factors will not be adversely impacted, as well as to areas which can be served either now or in the future by adequate City services and facilities. In addition, careful consideration was given to the social and economic feasibility of the Plan.

Further discussion of growth inducing impacts is found in the following sections of the Plan:

1. Planning Framework

- o Economic/Social Considerations - pp. 30-41
- o Development Potential - pp. 42-56
- o Prior General Plan, Existing Land Use and Zoning - pp. 57-64
- o Intergovernmental Impact - pp. 65-72

2. Community Development Action Plan/Program

- o City Action/Development/Conservation Plans and Programs - pp. 73-81
- o Land Use Plan - pp. 82-101

3. Implementation - pp. 102-106

EFFECTS FOUND NOT TO BE SIGNIFICANT

Possible significant effects of the project were not found to result in adverse environmental impacts through analysis of Plan alternatives and final Plan proposals. These aspects of the project are discussed in the following section:

1. Community Development Action Plan/Program

- o City Action/Development/Conservation Plans and Programs -- pp. 73-81
- o Land Use Plan (including Plan alternatives) - pp. 82-101

**ENVIRONMENTAL
IMPACT REPORT
SUPPLEMENT:
AGENCY AND PUBLIC
COMMENTS,
CONSULTANT
RESPONSES**

*State of California,
Department of Housing
and Community
Development*

The Draft Environmental Impact Report for the amendment and reformatting of the existing General Plan was circulated for public review on February 10, 1977. During the subsequent review period, the City of Port Hueneme received written comments from several public agencies.

This supplement presents said comments as received and responds appropriately.

COMMENT - Suggest that City consider adopting policies which mitigate problem of relocation of residents.

RESPONSE - The General Plan proposes a broad ranged strategy to meet this need. See the following Plan sections:

Goals and Objectives - p. 6.

Planning Framework - p. 42-47, p. 57-64

*Community Development Plan/Program - p. 73-77, p. 79-80,
p. 92-93*

Implementation - p. 102-106

City of Oxnard

COMMENT - Silver Strand is considered part of future City of Oxnard.

RESPONSE - Plan proposes request to LAFCO for changes in "sphere of influence" for Oxnard and Port Hueneme and also study of annexation feasibility.

COMMENT - Concern about land use near Regional Sewage Treatment Facility.

RESPONSE - No change in basic land use policy is proposed. Undeveloped land adjacent to City of Oxnard is proposed for light industry.

COMMENT - Possible future commercial use of CSC is not warranted.

RESPONSE - Proposed land use policy is conditioned upon Federal excessing of military lands comprising over half the City's area.

COMMENT - More information concerning schools is required.

RESPONSE - No comments have been received from School Districts which might be used to amplify existing information.

COMMENT - Feasibility of theme shopping center is questioned.

RESPONSE - Proposed land use is based largely upon economic base study and market support analysis completed during Phase I of the CDAP.

COMMENT - Concerned that each jurisdiction provide for their "fair share" of lower income housing needs.

RESPONSE - The Plan objectives and implementation program reflect an awareness of this need.

*Southern California
Edison Company*

COMMENT - Suggested text revision to describe electrical service.

RESPONSE - Suggestion noted for final text.

Port of Hueneme

COMMENT - Proposed projects and their impact on the City of Port Hueneme and the Port of Hueneme are not adequately described.

RESPONSE - In accord with Section 15037 of the CEQA Guidelines and relevant City guidelines, the "project" which is subject of the EIR is the "amendment and reformatting of the (existing) General Plan for the City of Port Hueneme."

It is not the intent (nor is it appropriate) to evaluate many specific development projects which may be implemented in the future. (See Sections 15147[b] and 15148[a] [1] [2] - CEQA Guidelines.)

Additional comments concerning potential impacts on the Port resulting from Plan land use policy are also inappropriate since they fail to recognize the status of the existing General Plan, its land use policy, and the environmental impacts possible under its implementation. The valid subject of this project is general evaluation of environmental impact as a net differential impact from that Plan. Future developments, such as the proposed "Harbor Related-Special" area are dependent upon joint powers planning between the City and the Port District.

Seismic data and safety factors discussed in the Plan have been assembled from the prior Seismic Safety Element (as prepared by the County of Ventura Environmental Resources Agency, 1974) plus more data developed by environmental analyses for the proposed LNG facility (Dames & Moore - January, 1974).

State of California,
Regional Water
Quality Control
Board, Los Angeles
Region (4)

COMMENT - "No description of wastewater treatment facilities."

RESPONSE - The Ventura County Regional Sanitation District will be purchasing the Oxnard Sewage Treatment Plant which will serve the City of Port Hueneme (see p. 19). The City of Port Hueneme Public Works Department played an integral part in the development of plan proposals. Careful review of all plans was made to insure the availability of service systems. It was not felt necessary to present a detailed description of waste disposal systems.

COMMENT - The California Regional Water Quality Control Board was not included in the section on "Intergovernmental Impact".

RESPONSE - The Regional Water Quality Control Board should be included as part of the section on "Intergovernmental Impact" (p. 65). They are the primary State level governmental agency responsible for maintaining acceptable water quality. The quality of water in the City's water system as well as the water emitted by sewage outfalls is subject to approval.

State of California,
Air Resources Board

COMMENT - "It appears implementation of the revised plan would result in fewer emissions of total pollutants than implementation of the 1973 plan." However, information was requested concerning the following items:

- . existing pollutant levels
- . estimated pollutant levels
- . graphical presentation of air flow patterns
- . project is in South Coast Air Quality Maintenance Area
- . estimated pollutant levels for plan alternatives
- . statement of interrelationship between air quality and health needed.

RESPONSE - It is certainly not the intent of the General Plan program to neglect the importance of air quality. A summary of available air quality data is presented on p. 26. It can be seen from this data that a comprehensive regional air quality model has not as yet been developed. Such a model is necessary before accurate estimates of air quality impacts can be made. A generalized quantification of air pollutants generated as a result of full development under

the 1973 General Plan and the existing conditions was undertaken (see p. 60). However, such figures do not represent a thorough evaluation without the necessary background data on current conditions. In addition, the plan's impact on air quality will depend on a number of factors which cannot be quantified at this time. These include the effectiveness of state and federal motor vehicle controls, the types of industrial developments which occur within the City, and, most importantly, the impact of potential developments in areas adjacent to the City. Such developments as the LNG Terminal and the "mini" steel mill in Oxnard could have a much greater effect on regional air quality than all potential developments in the City of Port Hueneme combined.

The concerns mentioned in the previous paragraph are currently being addressed by the County of Ventura, Regional Land Use Planning Program. They are expected to produce an Air Quality Maintenance Plan (see page 65 and 67) which will consider a variety of factors (including the Port Hueneme General Plan) having a potential impact on the region's air quality.

The current general plan incorporates a number of features which will help reduce air quality impacts. These were not a part of the 1973 General Plan. Relevant features are listed below:

- . creation of compact urban areas
- . generally lower residential and industrial densities
- . extensive bicycle trails and pedestrian ways
- . elimination of a sprawling low density form which leads to automobile dependency
- . a mix of land uses (residential, commercial and industrial)
- . a plan which will result in lower population growth than was considered desirable in 1973
- . increased green spaces

Conversely, should the above-mentioned features not be incorporated in a general plan, a greater impact on air quality can be expected. In conclusion, it is noted that the project is in the South Coast Air Quality Maintenance Area where air quality maintenance teams are presently formulating techniques to integrate air quality considerations into planning decisions.

County of Ventura,
Environmental
Resource Agency,
Building and
Planning Services

COMMENT - A low rate of unemployment in Ventura County can best be explained by high government employment, high out-of-County commute pattern to Los Angeles, and stable agricultural production base; rather than a relatively high growth rate.

RESPONSE - Factors listed above (i.e., government employment, out-of-County commuting, and agricultural production) tend to reflect some of the reasons for the County's relatively high growth rate. The fact that the County has grown at a faster rate than the State as a whole indicates that it has a relatively stronger economic base, which results directly in a lower rate of unemployment.

COMMENT - Discrepancy of estimated population in Ventura County between Table 7, p. 44, and VCAG projections.

RESPONSE - The data presented in Table 7 is based directly on the 1970 United States Census. The difference in a 1990 projected County population of 653,500 (Table 7, Urban Projects Inc. and 1970 Census) and 632,100 (VCAG) is minor. Remaining population projections were rounded to the nearest hundredth.

No heading entitled "Estimated Number of Households" appears on page 44.

The table on page 7 is for background purposes relevant to the City of Port Hueneme's General Plan only. As such there did not appear to be a need to show conformance with the SCAG Regional Housing Allocation Model.

COMMENT - The description of the Regional Land Use Program (p. 65) should include state as well as federal agencies.

RESPONSE - The last sentence on page 65, Section A, should read "It will be considered by federal and state agencies in allocation of funds".

COMMENT - Suggested additional designations for Table 17, p. 66, and Table 18, p. 67.

RESPONSE - These suggestions are noted. They include, under Regional Land Use Program, adding medium to Unique Features as well as Housing, and adding low to Budget as well as Social Services. Under Ventura County Air Pollution Control District add low to Budget. For Air Quality Maintenance Plan add high to City Jurisdiction.

County of Ventura,
Environmental
Resource Agency,
Building and
Planning Services
(cont'd)

COMMENT - Include state in first sentence of page 69.

RESPONSE - The sentence should read "All transportation improvements seeking federal and state money must conform to the Regional Transportation Plan".

COMMENT - On page 69, paragraph 3, change "...reviewing/advisory agency..." to "...ad hoc group...".

RESPONSE - The City-County Planning Organization (CCPA) considers a wide range of planning activities, including the relationships between many specific portions of the Regional Land Use Plan. It is not a focused group concerned with one specific end or case at hand without consideration of wider applications as the term "ad hoc" would imply.

RESOLUTION NO. 1704

RESOLUTION OF THE CITY COUNCIL/REDEVELOPMENT AGENCY
OF THE CITY OF PORT HUENEME ADOPTING AMENDMENTS TO THE
REDEVELOPMENT PLAN FOR THE CENTRAL COMMUNITY PROJECT

WHEREAS, a document entitled "Amendment No. 2 to the Redevelopment Plan for the Central Community Project" has been prepared which proposes major amendments to the text and map of the existing Central Community Project Redevelopment Plan as originally adopted by the City Council Ordinance No. 351 Redevelopment Agency Resolution No. 444 and amended several times thereafter; and

WHEREAS, all required legal notices have been published and a public hearing held to circulate said amendments and to receive public comments and testimony related thereto; and

WHEREAS, a draft Environmental Impact Report has been prepared to assess the potential effects resulting from projects and activities planned for within the Central Community Project with no adverse environmental impacts being identified; and

WHEREAS, the City Council of the City of Port Hueneme has adopted a new General Plan thereby necessitating certain changes in said Redevelopment Plan to achieve conformance therewith;

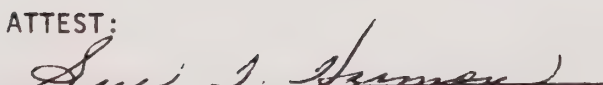
NOW, THEREFORE, BE IT RESOLVED, that the text and map of the adopted Redevelopment Plan for the Central Community Project are hereby amended by the City Council/Redevelopment Agency of the City of Port Hueneme to conform with the provisions contained in "Amendment No. 2 to the Redevelopment Plan for the Central Community Project".


PASSED AND ADOPTED this 20 day of April, 1977.


MAYOR


CHAIRMAN

ATTEST:


CITY CLERK


SECRETARY

STATE ACT REPORT

REDEVELOPMENT PLAN AND REPORT

FOR

CENTRAL COMMUNITY PROJECT

PORT HUENEME, CALIFORNIA

PORT HUENEME REDEVELOPMENT AGENCY

PORT HUENEME, CALIFORNIA

REDEVELOPMENT PLAN

FOR

CENTRAL COMMUNITY PROJECT

PART ONE-EXHIBITS

PART TWO-TEXT

REDEVELOPMENT PLAN FOR THE CENTRAL COMMUNITY PROJECT

PART ONE EXHIBITS

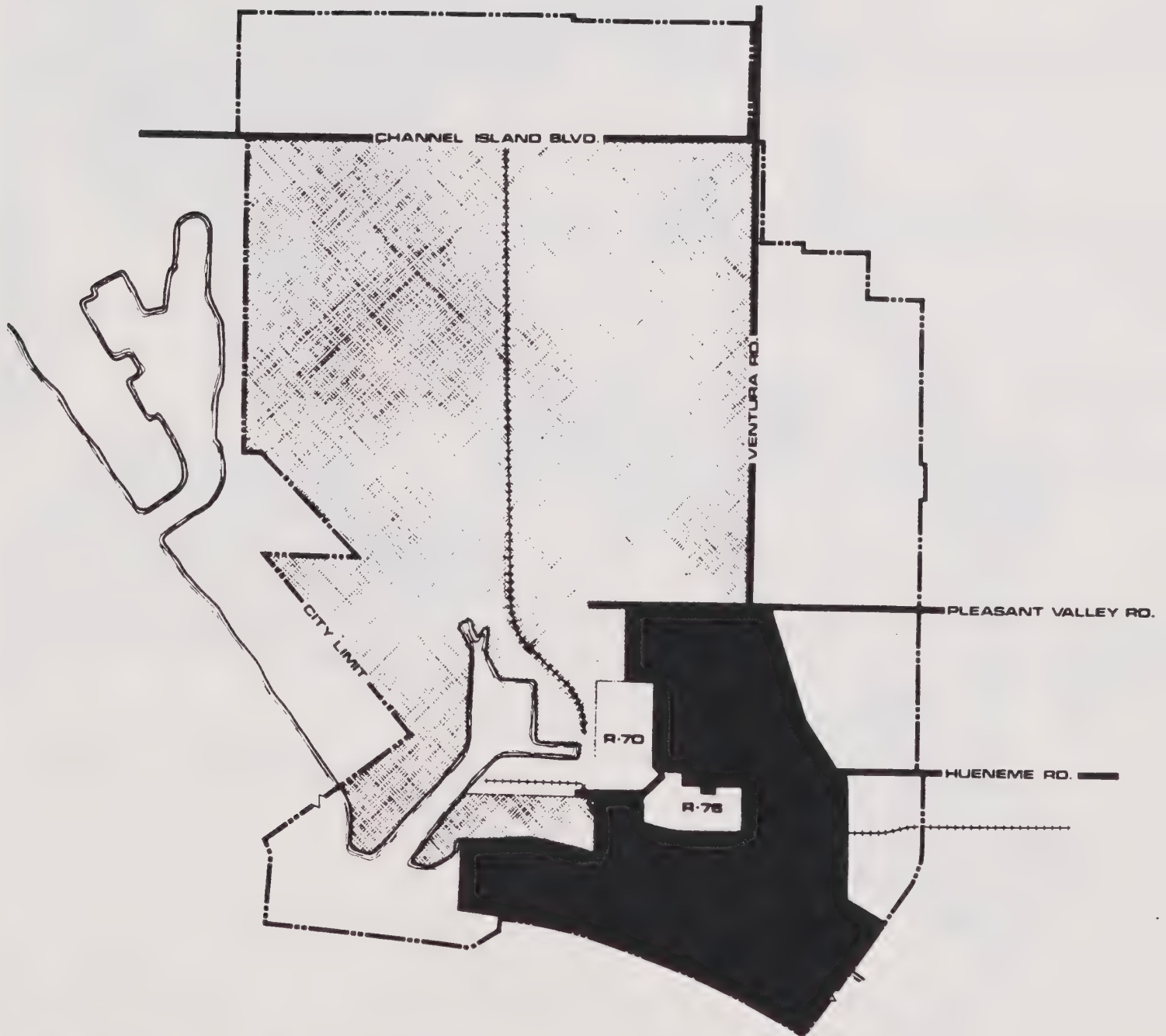
Locality Map

Existing Land Use

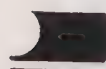


General Plan

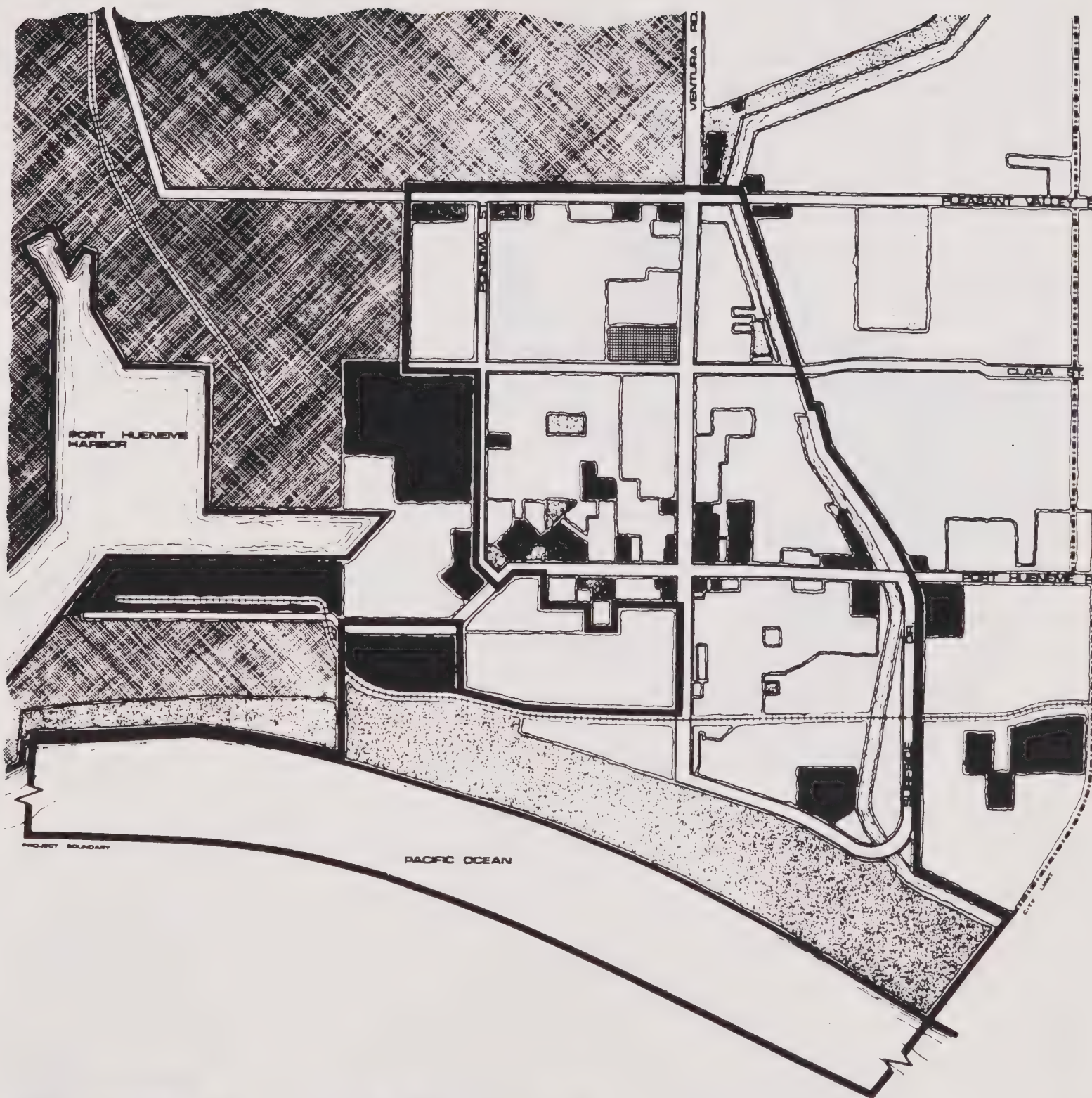
Redevelopment Plan

Circulation Plan



LOCALITY MAP

 COMMUNITY REDEVELOPMENT PROJECT R-76 RENEWAL PROJECT R-76	AREA	<div style="display: flex; align-items: center;"> <div style="border: 1px solid black; padding: 2px; margin-right: 5px;">R-70</div> <div> RENEWAL PROJECT R-70  U.S. NAVAL BASE </div> </div>	<div style="display: flex; align-items: center;"> <div style="border: 1px solid black; padding: 2px; margin-right: 5px;">0 600 1200 1800</div> <div> SCALE  </div> </div>
COMMUNITY REDEVELOPMENT PROJECT		PORT HUENEME REDEVELOPMENT AGENCY VENTURA COUNTY, CALIFORNIA	SIMON EISNER & ASSOCIATES PLANNING CONSULTANTS SOUTH PASADENA, CALIF. <div style="display: flex; justify-content: space-between; margin-top: 5px;"> <div> CODE EXHIBIT A </div> <div> NO. NO. </div> </div>



EXISTING LAND USE

	RESIDENTIAL		COMMERCIAL		INDUSTRIAL		MEDICAL
	PUBLIC		SCHOOL		U.S. NAVAL BASE		
	VACANT						

0 400 800
SCALE

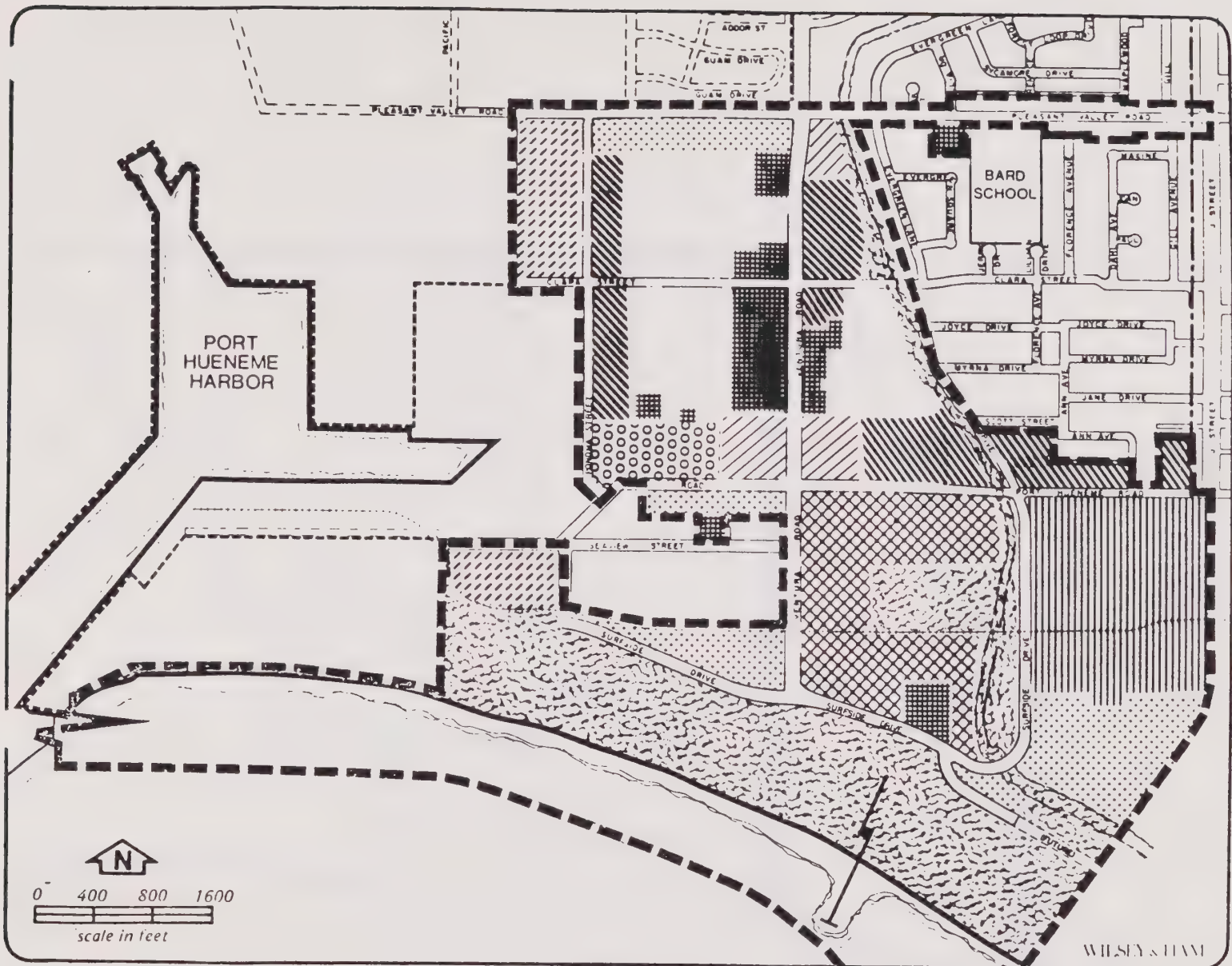


SIMON IDNER & ASSOCIATES
PLANNING CONSULTANTS
SOUTH PASADENA CALIF. 91066

CENTRAL COMMUNITY PORT HUENEME REDEVELOPMENT
NEIGHBORHOOD DEVELOPMENT PROGRAM AGENCY VENTURA COUNTY, CALIFORNIA

CODE NC
EXHIBIT NC
8

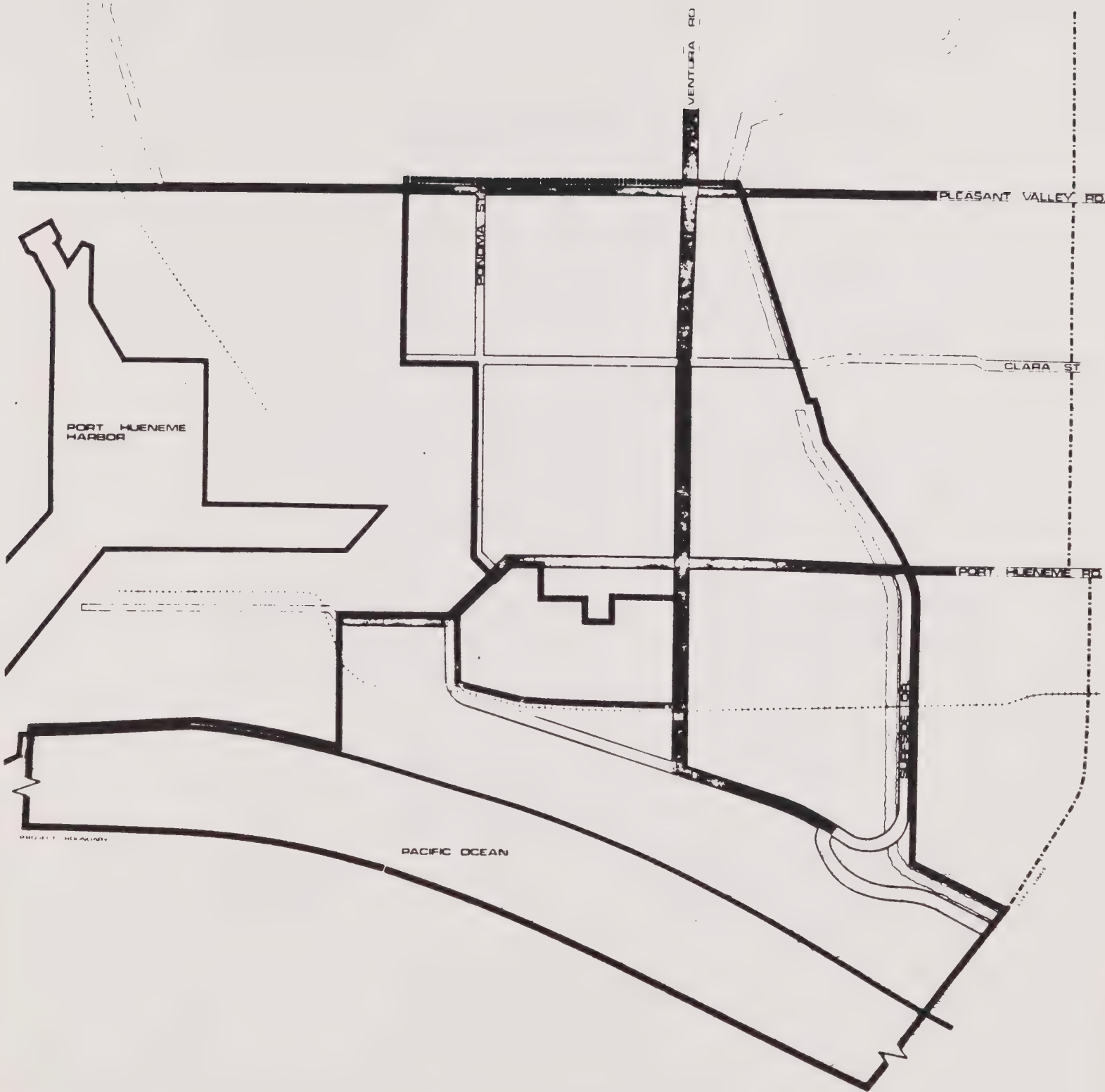
1972



	Low Residential
	Medium Residential
	High Residential
	Light Industrial
	Retail Commercial
	Harbor Related
	Parks, Open Space
	Special
	Public Facilities
	Residential Village (Alternate Use - Medium Residential)

REDEVELOPMENT PLAN MAP

(AMEND. 4-20-77)



CIRCULATION PLAN

MAJOR HIGHWAY
RAILROAD

SECONDARY HIGHWAY

SCENIC HIGHWAY

0 400 800
SCALE

N

SIMON EISNER & ASSOCIATES S E
 PLANNING CONSULTANTS
 SOUTH PASADENA CALIF A

**CENTRAL COMMUNITY
 NEIGHBORHOOD DEVELOPMENT PROGRAM**

**PORT HUENEME REDEVELOPMENT
 AGENCY
 VENTURA COUNTY, CALIFORNIA**

**PORT HUENEME
 CALIFORNIA**

CODE NO.
EXHIBIT NO.
E

PARTICIPATING PUBLIC ENTITIES

CITY COUNCIL - CITY OF PORT HUENEME

Dorill B. Wright, Mayor

Benjamin L. Talbot, Mayor pro Tempore Orvene S. Carpenter, Council

Herbert C. Templeman, Councilman Harold E. Wade, Councilman

John R. Velthoen, City Manager

John J. Duffy, Public Works Director

Harold B. Wright, Director of Planning & Development

PORT HUENEME REDEVELOPMENT AGENCY

Dorill B. Wright, Chairman

Benjamin L. Talbot, Vice Chairman Herbert C. Templeman, Member

Harold E. Wade, Member Orvene S. Carpenter, Member

John R. Velthoen, Executive Director

PLANNING COMMISSION - CITY OF PORT HUENEME

Donald E. Jennings, Chairman

Howard Milder

Cleone Spencer

Bill Jordan

Louis Vann

CONSULTANTS
PLANNING CONSULTANTS

Simon Eisner and Associates
South Pasadena, California

FIRST APPRAISAL FOR ACQUISITION OF PROPERTY

D. L. Jones Company
Ventura, California

SECOND APPRAISAL FOR ACQUISITION OF PROPERTY

Difilippo & Company
Fullerton, California

MARKETABILITY STUDY, REUSE APPRAISAL AND FINANCIAL FEASIBILITY STUDY

David Ashton Associates
Hollywood, California

FINANCIAL ASSISTANCE ADMINISTERED THROUGH
UNITED STATES DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
OFFICE OF COMMUNITY DEVELOPMENT

Charles L. Frankel
Assistant Regional Administrator for
Community Development
San Francisco, California

Dallas Martin,
Program Manager
Area Office
Los Angeles, California

Raymond Carrasco
Area Director
Area Office
Los Angeles, California

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FOR
CENTRAL COMMUNITY PROJECT

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I. INTRODUCTION

The Redevelopment Plan for the Central Community Project as amended consists of Part One, Exhibits and Part Two, Text. This Redevelopment Plan has been prepared by the Port Hueneme Redevelopment Agency, Port Hueneme, California, pursuant to the Community Redevelopment Law of the State of California, the California State Constitution and all applicable laws and ordinances. All such applicable laws are made a part of this plan, whether expressly referred to in the text or not.

In order that this project may qualify for federal financial assistance if such financial assistance is applied for, this Redevelopment Plan also functions as an urban renewal plan under federal law.

State law requires that a plan of this kind contain provisions of property acquisition and relocation of persons or businesses displaced by the program. The Redevelopment Agency and City Council have prepared and adopted appropriate action guidelines for the relocation of persons or businesses displaced under this Plan.

II. GENERAL DEFINITIONS

The following definitions will govern the construction of this plan unless the context otherwise requires:

1. "Plan" means the redevelopment plan for the Central Community Project as amended, Part One and Two.
2. "Text" means the Redevelopment Plan for the Central Community Project as amended, Part Two, text.
3. "Project" means the Redevelopment project area as amended.
4. "Project area" means the area included within the boundaries of the Redevelopment Plan as amended.
5. "Agency" means the Port Hueneme Redevelopment Agency.
6. "Planning Commission" means the Planning Commission of the City of Port Hueneme.
7. "City" means the City of Port Hueneme, County of Ventura, State of California.
8. "County" means the County of Ventura, State of California.
9. "State" means the State of California.
10. "Person" means any individual, public or private entity.

11. "Redevelopment Law" means the Community Redevelopment Law of the State of California as set forth in the Health and Safety Code together with any subsequent amendments.
12. "Urban Renewal Plan" shall mean the same as "Redevelopment Plan" for the purposes of identification with the federal urban renewal regulations.
13. "Map" shall mean the Redevelopment Plan Map, as amended, Part One, Exhibit One.

III. PROJECT AREA BOUNDARIES

The boundaries of the project area are shown on the urban renewal plan map attached hereto as Exhibit Two of Part One of this Plan. A legal description of the project area is as follows:

All that certain parcel or parcels of land located in the City of Port Hueneme, County of Ventura, State of California, more particularly described as follows:

Commencing at the intersection of the easterly right-of-way line of the Ventura County Flood Control District easement for the J Street Drain and the Rancho El Rio de Santa Clara O'La Colonia boundary line; and

then northeasterly along the easterly right-of-way line of the Ventura County Flood Control District easement for the J Street Drain to the intersection of said J Street Drain and the northerly right-of-way line of the Ventura County Flood Control District easement for the Hueneme Drain; and

then northwesterly along said north line of the Ventura County Flood Control District easement for the Hueneme Drain to the intersection of the southerly prolongation of the easterly right-of-way of Surfside Drive, and northerly along the southerly prolongation of the easterly right-of-way of Surfside Drive to the easterly right-of-way line of Surfside Drive, and northerly along the easterly right-of-way line of Surfside Drive to the southerly right-of-way line of Port Hueneme Road; and

then northwesterly to a point being the intersection of the northerly right-of-way line of Port Hueneme Road and the easterly right-of-way line of Willard Way; and

then northwesterly along the easterly right-of-way line of Willard Way to the southerly right-of-way of Joyce Drive, and northerly along the northerly prolongation of the easterly right-of-way of Willard Way to the northerly right-of-way of Joyce Drive; and

then westerly along the northerly right-of-way line of Joyce Drive to the east line of the Oxnard Drainage District No. Three easement (100 feet wide); and

then northwesterly along the east line of said Oxnard Drainage District No. Three easement to the intersection of the northerly right-of-way line of Pleasant Valley Road (94 feet wide) to be established; and

then west along said north line of Pleasant Valley Road (94 feet wide) to the northerly prolongation of the west right-of-way of San Pedro Street; and

then southerly along said west right-of-way of San Pedro Street to the center line of Clara Street; and

then east along the center line of Clara Street to a point intersecting the center line of Ponoma Street; and

then south and southeasterly along the center line of Ponoma Street to a point intersecting the center line of Port Hueneme Road; and

then northeasterly and east along the center line of Port Hueneme Road to a point intersecting the northerly prolongation of the center line of the vacated Second Street (60 feet wide); and

then south approximately 205 feet along the center line of the vacated Second Street to a point intersecting a westerly prolongation of the south line of Lot 11, Block C, of the portion of Subdivision 85, Rancho El Rio de Santa Clara O' La Colonia, as shown in Book 206, Page 09, of the City of Port Hueneme, Ventura County Assessor's Map, 1957; and

then east along the north line of Lots 1, 2, 3, and 4 of Block C; and

then south 165 feet along the west line of Lot 5, Block C, and east along the south side of Lots 5 and 6, Block C, 130 feet to the westerly right-of-way of Third Street, and north 165 feet along the east line of Lot 6, Block C, to a point being the northeast corner of said Lot 6, Block C; and

then east 60 feet across Third Street, along an easterly prolongation of the north line of said Lot 6, Block C; and

then east 400 feet along the north line of Lots 1, 2, 3, 4, and 5, Block D, as shown on said Assessor's Map; and

then east 30 feet along an easterly prolongation of the north line of Lot 5, Block D, to the center line of Ventura Road (60 feet wide); and

then south along the center line of Ventura Road to the easterly prolongation of the north right-of-way line of Ventura County Railway (50 feet wide) as shown in Book 206, Page 10, of said Assessor's Map; and

then west approximately 1,030 feet along the north line of the Ventura County Railway as shown on said Assessor's Map, to the east line of the vacated Second Street; and

then west 60 feet across vacated Second Street to the north right-of-way line of Ventura County Railway as shown in Book 206, Page 11, of said Assessor's Map; and

then westerly along the north line of said Ventura County Railway right-of-way approximately 475 feet to a point intersecting a southerly prolongation of the west line of Lot 1, Block 1, of said Assessor's Map, this point being 54 feet east of the west line of said Block 1; and

then north approximately 415 feet along said southerly prolongation of the west line of said Lot 1, Block 1, to the prolongation of the center line of Port Hueneme Road; and

then west along the center line of Port Hueneme Road to the northerly prolongation of the U.S. Naval Advance Base Depot, Port Hueneme, property; and

then south along said U.S. Navy property line to the southeasterly corner of the U.S. Naval Advance Base Depot property; and

then west along the south boundary of said U.S. Naval Advance Base Depot to the southwest corner of said U.S. Naval Advance Base Depot property; and

then southwest along the southwest prolongation of the west boundary of the U.S. Naval Advance Base Depot to the City of Port Hueneme City Limits; and then southeast along said City of Port Hueneme City Limits to a point being the intersection of the southwest prolongation of the easterly right-of-way line of the Ventura County Flood Control District easement for the J Street Drain; and then northeast along said southwest prolongation of the easterly right-of-way line of the Ventura County Flood Control District easement for the J Street Drain to the point of beginning.

IV. PROPOSED REDEVELOPMENT ACTION

A. PROPERTY ACQUISITION

1. Real Property to be acquired

Only that real property located in the project area may be acquired by the Agency by gift, device, exchange, purchase, or any other lawful method. Properties designated for rehabilitation may be acquired by the Agency if the owner is unwilling or unable to improve the property in accordance with the property rehabilitation standards, the conditions of the owner participation agreement, or the objectives of the Redevelopment Plan.

2. Real Property not to be Acquired.

The Agency is not authorized to acquire real property owned by public bodies which do not consent to its acquisition.

It is in the public interest and is necessary in order to eliminate the conditions requiring redevelopment and in order to implement this Plan that the power of eminent domain be employed by the Agency to acquire real property in the Project Area.

Without the consent of the owner, the Agency shall not acquire real property on which an existing building is to be contained on its present site and in its present form and use unless (1) such buildings require structural alteration, improvements, modernization or rehabilitation or (2) the site or lot on which the building is situated requires modification in shape, size or use or (3) it is necessary to impose upon such property the standards, restrictions, and controls of the plan and the owner fails or refuses to participate in the Plan by executing an owner's participation agreement.

The Agency is authorized to acquire structures without acquiring the land upon which those structures are located. The Agency is also authorized to acquire any other interest in real property less than a fee.

Generally, personal property shall not be acquired. However, where necessary to the implementation of this Plan, the Agency is authorized to acquire personal property in the Project Area by any lawful means except eminent domain.

B. OWNER PARTICIPATION AND REASONABLE PREFERENCE FOR PERSONS IN BUSINESS

Whenever possible, persons who are owners of real property in the project area shall be given the opportunity, pursuant to the rules promulgated by the Agency, to participate in redevelopment by retaining all or a portion of their property, or by acquiring adjacent or other property from the Agency or others through purchase or exchange. Such participation in each case is contingent upon execution by the owner of a binding agreement by which the property retained or acquired will be developed in conformity with the Plan and will be subject to the provisions thereof.

Owner participation will be subject to and limited by such factors as the condition of the improvements, the reduction in the total number of individual parcels in the project area, the elimination of certain land uses, the realignment or widening of streets, the construction of new public improvements, and the ability of owners to finance acquisition and development in accordance with the Plan.

The Agency shall also extend reasonable preference to persons who are engaged in business in the project area, to re-enter in business within the redevelopment area if they otherwise meet the requirements prescribed by the Plan and the rules.

Tenants in the project area shall be given reasonable preference to purchase real property in the area, at the same or other locations, for the same uses if permitted, provided that they meet the requirements prescribed by the Plan and the rules promulgated by the Agency.

The Agency has adopted by resolution certain basic rules and regulations pertaining to owner participation and reasonable preference for tenants. These rules and regulations are on file in the Agency business offices and are available to the public. If an owner fails to participate in the redevelopment as agreed with the Agency, the Agency shall acquire and dispose of the property of the owner as if it had never been subject to such an agreement.

C. COOPERATION WITH PUBLIC BODIES

Certain public bodies are authorized by State law to aid and cooperate, with or without consideration, in the planning, undertaking, construction, or

operation of this project. The Agency shall seek the aid and cooperation of such public bodies and shall attempt to coordinate this Plan with the activities of such public bodies in order to accomplish the purposes of redevelopment and the highest public good.

The Agency, by law, is not authorized to acquire real property owned by public bodies without the consent of such public bodies. The Agency, however, will seek the cooperation of all public bodies which own or intend to acquire property in the Project Area. The Agency shall have the right to impose on all public bodies the planning and design controls contained in this Plan to ensure that present uses and any future development by public bodies conform to the requirements of this Plan. Any public body which owns or leases property in the Project Area will be afforded all the privileges of owner and tenant participation if such public body is willing to enter into a participation agreement with the Agency.

D. PROPERTY MANAGEMENT

During such time as property in the project area is owned by the Agency, such property shall be under the management and control of the Agency, such property shall be rented or leased by the Agency pending its disposition for redevelopment.

The Agency may in any year during which it owns property in the redevelopment project pay to any city, county, city and county, district or other public corporation which would have levied a tax upon such property had it not been exempt, an amount of money in lieu of taxes from such funds as it may lawfully expend for this purpose.

E. RELOCATION OF DISPLACED PERSONS

1. Relocation Plan

The Agency will establish a relocation office in the project area, staffed by the Agency personnel, wherein all available housing for potential displacees will be made available to said displacees. Should any person desire relocation outside the project area, the Agency will assist them in finding housing or other business locations which are safe, decent, and sanitary and within their ability to pay. All eligible displacees will receive relocation payments through the Agency. All relocation procedures employed by the Redevelopment Agency shall be in compliance with all applicable State laws and regulations covering such relocation.

No persons or families of low or moderate income as defined in Section 33411.3 of the California Health & Safety Code shall be displaced by the Agency until there is a suitable housing unit available and ready for occupancy by such displaced person or family at rents comparable to those at the time of their displacement. Such housing units shall be suitable to the need of such displaced persons or families and must be decent, safe, sanitary, and otherwise standard dwellings. Permanent housing facilities shall be made available within three years from the time the occupants are displaced and pending the development of such facilities there will be available to such displaced occupants adequate temporary housing facilities at rents comparable to those in the community at the time of their displacement.

2. Assistance in Finding Other Location

The Agency shall assist all displaced persons (including families, business concerns and individuals) in finding other locations and facilities. In order to carry out the project with a minimum of hardship to persons displaced from their homes, individuals and families shall be assisted in finding housing that is decent, safe, sanitary, within their financial means, in reasonable convenient locations, and otherwise suitable to their needs.

3. Relocation Payments

The Agency shall make relocation payments to displaced persons (including families, business concerns, and other individuals) for moving expenses and direct losses of personal property or any other benefits adopted by the Agency for which reimbursement or compensation is not otherwise made. Such relocation payments shall be made pursuant to State law and rules and regulations adopted by the Agency.

F. DEMOLITION, CLEARANCE, PUBLIC IMPROVEMENTS AND SITE PREPARATION

1. Demolition and Clearance

The Agency is authorized to clear buildings, structures, and other improvements from any real property in the project area as necessary to carry out the purposes of this Plan.

2. Public Improvements

The Agency is authorized to cause, provide, or undertake, or to make provision with any person or public entity for the installation or construction of such public improvements and public utilities either within the project area as are necessary to carry out this Plan. Such public improvements include, but are not

limited to, streets, curbs, gutters, sidewalks, street lights, sewers, storm drains, traffic signals, street trees, electrical distribution systems, communication systems, natural gas distribution systems, water distribution systems, fire hydrants, parks and playgrounds.

3. Preparation of Building Sites

The Agency is authorized to prepare or cause to be prepared as a building site any real property owned by the Agency within the limits of applicable law.

G. REHABILITATION OF STRUCTURES BY THE AGENCY

1. Rehabilitation

The Agency is authorized to rehabilitate or cause to be rehabilitated any building or structure in the Project Area acquired by the Agency. The Agency is also authorized to advise, encourage, and assist in the rehabilitation of property in the Project Area not acquired by the Agency.

2. Moving of Structures

As necessary in carrying out this Plan, the Agency is authorized to move or cause to be moved any building or other structure acquired by the Agency to a location within or outside the Project Area.

H. PROPERTY DISPOSITION

For the purposes of this Plan, the Agency is authorized to sell, lease, exchange, subdivide, transfer, assign, pledge, encumber by mortgage, deed of trust, or otherwise, or otherwise dispose of any interest in real or personal property, at prices not less than fair market value of the interest to be conveyed, determined at the highest and best use consistent with the Redevelopment Plan; except that, to the extent now or hereafter permitted by law, such interests may be conveyed at prices less than the fair market value therefor upon a finding of the legislative body of the City of Port Hueneme, California that such lesser consideration is necessary to effectuate the purposes of this Plan. Property containing buildings or structures rehabilitated by the Agency shall be offered for resale within one year after completion of rehabilitation, or an annual report shall be published by the Agency as required by Section 33443 of the Redevelopment Law.

Prior to the time that the real property to be sold is made available generally for purchase by persons who are not owner participants, it shall be offered for sale to former owners and tenants of the project area pursuant to the rules promulgated by the Agency.

The Agency shall also extend reasonable preference to persons other than owner participants who are engaged in business in the project area to re-enter in business within the redeveloped area pursuant to rules promulgated by the Agency, if such persons otherwise meet the requirements prescribed by this Plan, and if commercial parcels are available in the project area.

Purchasers or lessees of property shall be obligated as provided in this Plan and pursuant to appropriate disposition documents, to use the property for the purposes designated in this Plan, to begin development of the property within a period of time which the Agency fixes as reasonable, and to comply with other conditions which the Agency deems necessary to carry out the purposes of this Plan.

I. PROPERTY DEVELOPMENT

1. Methods of Imposing Provisions of this Plan on Property

(a) General

In order to provide adequate safeguards to ensure that the provisions of this Plan will be carried out and to prevent the recurrence of blight, all property sold, leased, or conveyed by the Agency, and all property retained by an owner participant shall be made subject to the provisions of this Plan by agreements, declarations of restrictions, or other means. Where appropriate, as determined by the Agency, such documents or portions thereof shall be recorded in the Office of the Recorder of the County of Ventura. Owner participants who retain real property shall join in the recordation of such documents as are applicable to their property.

(b) Non-discrimination and Non-segregation

The Agency shall obligate lessees and purchasers of real property acquired in the redevelopment project and owners of property improved as part of the redevelopment to refrain from restricting the rental, sale, lease occupancy or enjoyment of the property on the basis of race, sex, color, religion, ancestry or national origin of any person. All deeds, leases, or contracts for the sale, lease, sublease or other transfer of any land in the redevelopment project, shall contain the nondiscrimination and nonsegregation clauses required by Section 33436 of the Health and Safety Code of the State of California.

2. Development Plans

All developers and redevelopers, including persons rehabilitating structures, as well as owner participants and others who acquire property from the Agency, shall submit preliminary development plans and time schedules to the Agency for recommendation and approval before acquisition of property from the Agency. Developers who are owner participants retaining property for development or rehabilitation shall submit such plans and schedules at the time specified in their respective owner participation agreements.

Final development plans prepared by developers or redevelopers shall be submitted to the Agency for review and approval. The Agency's review shall consist of three parts:

(a) Compliance with the letter and spirit of this Redevelopment Plan for the project area.

(b) Compliance with applicable portions of the City's General Plan, Zoning and Subdivision Ordinances, the City's Workable Program and all other applicable codes and ordinances of the City of Port Hueneme and the State of California. Determination of such compliance, as herein stated, shall be made by the Agency after review by applicable departments of the City of Port Hueneme. Should such review require action by the City Council, City Planning Commission, or other advisory or regulatory agencies of the City, and should there be costs or fees related to such action, the responsibility for filing of applications and payment of fees shall rest with the developer or redeveloper.

(c) The Agency shall appoint a Design Review Committee comprised of professionals in the fields of urban design and planning, architecture, landscape architecture, graphic design, engineering and/or others as deemed appropriate by the Agency. The Design Review Committee shall review all development and rehabilitation proposals for conformance with the intent, purpose and provisions of this Plan; with the intent and provisions of the City's General Plan, especially the Urban Design Concept thereof; and with the intent and provisions of related municipal zoning and other ordinances. Final decision with respect to conformance to this Plan shall rest with the Agency.

All preliminary and final plans and specifications must conform to all federal, state and local laws and receive any approval necessary from any public agency.

3. Control During Development

During the period of development in the project area, the Agency shall insure that the provisions of this Plan and of other documents formulated pursuant to the Plan are being observed, and that development in the project area is pro-

ceeding in accordance with approved plans and time schedules.

The Agency may reserve such powers and controls in the disposition and development documents as may be necessary to prevent transfer, retention, or use of property for speculative purposes and to insure that development is carried out pursuant to this Plan.

J. CONFORMITY WITH GENERAL PLAN

This Plan conforms in principle to, and is a more detailed refinement of, a portion of the General Plan of the City of Port Hueneme.

K. REHABILITATION OF BUILDINGS

Each structure and building in the project area to be rehabilitated as a condition of owner participation pursuant to this Plan will be considered to be satisfactorily rehabilitated, and the Agency will so certify, if the rehabilitated structure or building meets the following standards:

1. Any such property within the Project shall be required to conform to all applicable provisions, requirements and regulations of this Plan, except as provided in this section. Upon completion of rehabilitation, each structure must be safe and sound in all physical respects and be refurbished and altered to bring the property to an upgraded marketable condition which will continue throughout an estimated useful life of a minimum of 30 years.

2. Further, when not less restrictive than this Plan, any such property may conform to the applicable provisions of all existing City Ordinances and Codes.

L. OTHER REDEVELOPMENT ACTIONS

The Agency is further authorized to exercise all other powers and authorities now or hereafter permitted by law.

V. LAND USE PLAN

A. MAP

The Redevelopment Plan Map, attached hereto as Exhibit One of Part One of this Plan, hereafter referred to as "Map", delineates project area boundaries and land uses permitted under this Plan.

The land use controls as set forth in this Plan are intended to encourage harmonious development throughout the project area, thereby achieving a clear

sense of functional as well as visual order, while at the same time providing individual developers a wide range of opportunity for variety, flexibility and imagination in developing project land. It is contemplated that the precise zoning of the project area shall be in accord with the land uses indicated on Exhibit One of Part One of the Plan and described in this report below, under the appropriate zoning ordinance of the City of Port Hueneme.

B. OBJECTIVES

It is the stated objective of the Port Hueneme Redevelopment Agency to serve, revitalize, and regenerate the area of the City described above so as to improve the overall environmental quality, remove blighting and socially disruptive structures and conditions, eliminate the inefficiencies in providing public service, and increase the general values of the area, and in so doing increase the community's tax base while decreasing the City's need for providing services at a rate disproportionate with the remainder of the City. It is the expressed goal of the Redevelopment Agency to provide through the redevelopment project substantial amounts of environmentally sound housing for low and middle income families and individuals to provide the necessary public services and amenities that add to the quality of life in the community and to provide for the redevelopments of such other commercial and quasi-public uses as may be necessary and desirable for the protection and maintenance of the health, safety, morals, and general welfare of the City of Port Hueneme.

C. LAND USE PROVISIONS

Uses permitted under the various land use categories shown on the Map shall include the following:

1. Low Density Residential. Single family attached or detached dwellings, at a density not to exceed seven (7) dwelling units per net acre, and such public and quasi-public uses as may be deemed appropriate and consistent with the City's General Plan and zoning ordinances, such as parks and other public open space, schools, churches, community buildings and similar uses, and uses deemed as accessory to dwellings.

2. Medium Density Residential. Multi-family dwellings, at a density from eight (8) to fifteen (15) dwelling units per net acre, and such public and quasi-public uses as are permitted under the Low Density Residential land use designation, together with uses deemed accessory to dwellings.

3. High Density Residential. Multi-family dwellings, at a density from sixteen (16) to twenty-five (25) dwelling units per net acre, and such public and quasi-public uses as are permitted under the Low Density Residential Land Use classification, together with uses deemed as accessory to dwellings.

4. Residential Village. Comprehensively-designed residential use containing a mixture of housing types such as single-family attached, single-family detached, multiple-family attached sales and rental units, in a self-contained complex, including public or quasi-public uses such as parks, open or green spaces, and public facilities, at an overall density not to exceed twenty-five (25) dwelling units per net acre, and utilizing the Planned Development design and approval technique.

5. Light Industrial. Industrial uses including, but not limited to, light manufacturing, wholesale trade and distribution, research and development, and related uses, developed as well-planned and pleasingly-designed industrial parks; no industrial uses shall be permitted if they are not completely conducted within enclosed buildings.

6. Local, Neighborhood and General Commercial. Sales establishments serving community and neighborhood shopping needs, including but not limited to restaurants, theaters, retail sales establishments, business and professional offices, hospitals, clinics, medical offices, drug stores, and similar uses, public and private parking facilities, gasoline service stations and automotive sales and service facilities, hotels and motels, and such other commercial uses as may be consistent with the City's adopted zoning ordinances.

7. Harbor Related. Marinas, boat storage and repair, warehousing, wholesale trade and distribution facilities, research and development, harbor-related governmental offices and facilities, public and private parking areas, and such other light industrial, office and commercial port-related uses as may be consistent with the City's adopted zoning ordinances.

8. Harbor-Related Special. Specialty retail sales and service establishments, including specialty shops, restaurants, theaters, hotels and motels, and other retail uses serving visitors and residents, and harbor-related industrial offices, developed as a comprehensive, planned development with a design orientation to the harbor, and governed by design and development controls especially created and promulgated by the Agency and such other public bodies as may establish with the Agency joint development entities for purposes of implementing the provisions of this special land use designation.

9. Parks and Open Space. Public and quasi-public parks, recreational areas, green or open spaces, community facilities, schools, public cultural, meeting and educational facilities, and similar uses.

D. DEVELOPMENT STANDARDS

1. General Controls and Limitations. All real property in the Project Area is hereby made subject to the controls and requirements of this Plan.

No real property shall be developed, rehabilitated or otherwise changed after the effective date of the Plan except in conformance with the provisions of the Plan.

In addition to the standards set forth in the Plan, developers of property must meet the provisions of the City of Port Hueneme Zoning Ordinance, the Ventura County Building Code as adopted by the City of Port Hueneme, and the Health and Safety Code of the State of California.

2. New Construction. All new construction shall comply with all applicable State and local laws in effect from time to time including, without limitations, the Building, Electrical, Heating and Ventilation, Housing Plumbing and Mechanical Codes of the City of Port Hueneme.

3. Existing Uses. The Agency is authorized to permit an existing use to remain in an existing building in good condition, which use does not conform to the provisions of this Plan, provided that such use is generally compatible with the developments and uses in the Project Area. The owner of such a property must be willing to enter into a participation agreement and agree to the imposition of such reasonable restrictions as are necessary to protect the development and use of the Project Area.

4. Rehabilitation. Any existing structure within the Project Area which the Agency shall approve for retention and rehabilitation shall be repaired, altered, reconstructed, or rehabilitated in such a manner that it will meet the following requirements: be safe and sound in all physical respects; have a degree of seismic force resistance equal to at least two-thirds of that required for new buildings of equivalent size, location, use and occupancy as provided by latest edition of the Uniform Building Code; and be attractive in appearance and not detrimental to the surrounding areas.

5. General Development Standards

(a) The Agency may establish setback requirements for all new development within the Project Area which may exceed the requirements of the City's Zoning Ordinance. Setback areas shall be used for landscaping, access drives, walkways, off-street parking, loading, storage and accessory structures. Where setback areas abut a public right-of-way a minimum fifteen (15) foot setback shall be maintained in landscaping. Landscaping in these areas shall

consist of an effective combination of street trees, trees, ground cover and shrubbery and may include such items as sidewalks, access driveways, permitted signs, and architectural features.

(b) The Agency shall require that, as feasible, adequate landscaping and screening be provided for each use to create buffers between those areas designated for different uses. All outdoor storage of materials or equipment shall be enclosed or screened by walls, landscaping or other enclosure to the extent and in the manner required by the Agency. Screening shall consist of a solid wall or fence and gates, vine covered fence, compact evergreen hedge or an effective combination of plant material and structural elements of a height necessary to screen the use from view of adjoining streets and properties.

(c) The approximate amount of open spaces to be provided in the Project Area is the total of all areas which will be in the public rights-of-way, the public grounds, the space around buildings, and other outdoor areas not permitted to be covered by buildings. As a minimum the landscaping of open spaces shall be as specified in "Part 5 General Development Standards (a)" above.

(d) In all areas sufficient space shall be maintained between buildings to provide adequate light, air, and privacy.

(e) The Agency shall permit only those signs that are attractively designed and necessary to the business conducted on the parcel. Design of all signs shall be submitted to the Agency for review and approval before erection.

(f) The Agency shall require that all utilities be placed underground. Exception to this requirement may be granted by the Agency after review.

(g) Adequate parking shall be provided to accommodate all parking needs for each parcel in accordance with the provisions of the City's Zoning Ordinance. Parking facilities for the joint use of two or more parcels of a size sufficient to meet the combined requirements of such parcels may be constructed with prior written approval of the Agency. Parking spaces shall be paved and drained so that storm and surface waters draining from parcels will not cross public sidewalks. Parking spaces visible from streets shall be landscaped or screened as necessary to prevent unsightly or barren appearance. Lighting for parking spaces shall be shielded from residential buildings and adjoining streets.

(h) All service areas, refuse collection areas, and trash bins shall be completely screened from view of public rights-of-way in a manner approved by the Agency or shall be enclosed within a building.

(i) Loading docks and loading areas shall be located in a manner that will not create conflicts and interference with traffic movements and circulation on arterial streets. Locations for loading docks and loading areas shall be approved by the Agency.

6. Variations. Under exceptional circumstances, the Agency is authorized to permit a variation from the limits, restrictions and controls established by the Plan. In order to permit such variation, the Agency must determine that:

(a) The application of certain provisions of the Plan would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the Plan.

(b) There are exceptional circumstances or conditions applicable to the property or to the intended development of the property which do not apply generally to other properties having the same standards, restrictions, and controls.

(c) Permitting a variation will not be materially detrimental to the public welfare or injurious to property or improvements in the area.

(d) Permitting a variation will not be contrary to the objectives of the Plan.

No variation shall be granted which changes a basic land use or which permits other than a minor departure from the provisions of this Plan. In permitting any such variation, the Agency shall impose such conditions as are necessary to protect the public health, safety, or welfare, and to assure compliance with the purpose of the Plan.

7. Incompatible Uses. No use or structure which by reason of appearance, traffic, smoke, glare, noise, odor, or similar factors would be incompatible with the surrounding areas of structures shall be permitted in any part of the Project Area. Within the Project Area, except with the approval of the Agency, there shall be no extraction of oil, gas, or other mineral substances, nor any opening or penetration for any purpose connected therewith within 500 feet of the surface.

8. Resubdivision of Parcels. After rehabilitation and development pursuant to the Plan, no parcel in the Project Area, including any parcel retained

by a conforming owner or participant, shall be resubdivided without the approval of the Planning Commission.

9. Design for Development. Within the limits, restrictions and controls established in the Plan, the Agency is authorized to establish heights of buildings, land coverage, design criteria, traffic circulation, traffic access, and other development and design controls necessary for proper development of both private and public areas within the Project Area.

No new improvement shall be constructed and no existing improvement shall be substantially modified, altered, repaired, or rehabilitated except in accordance with architectural, landscape, and site plans submitted to and approved by the Agency. One of the objectives of this Plan is to create an attractive and pleasant environment in the Project Area. Therefore, such plans shall give consideration to good design, open space, and other amenities to enhance the aesthetic quality of the Project Area.

VI. METHOD OF FINANCING THE PROJECT

A. FEDERAL LOAN AND CAPITAL GRANT CONTRACT

A concurrent application is being submitted to the Federal Government for Neighborhood Development Program funds, for a portion of the project area.

B. LOCAL FINANCING

At present it is not contemplated that funds of the City of Port Hueneme will be used for this project. However, the City may at some future time determine that expenditure of its funds is desirable in the area and it may undertake specific projects within the area from time to time. However, this Plan does not commit the City to do so.

1. Agency Financing

The Agency expects to finance the entire program from tax increment funds generated pursuant to the following provision; however, the Agency is authorized by this Plan and by law to accept Federal, State, local and private funds, and to issue bonds.

2. Tax Increments

All taxes levied upon taxable property within the renewal project area each year by or for the benefit of the State of California, County of Ventura, City of Port Hueneme, any district or other public corporation (hereinafter sometimes called "taxing agencies") after the effective date of the ordinance approving this Redevelopment Plan, shall be divided as follows:

(a) That portion of the taxes which would be produced by the rate upon which the tax is levied each year by or for each of said taxing agencies upon the total sum of the assessed value of the taxable property in the redevelopment project as shown upon the assessment roll used in connection with the taxation of such property by such taxing agency, last equalized prior to the effective date of such ordinance, shall be allocated to and when collected shall be paid into the funds of the respective taxing agencies as taxes by or for said taxing agencies on all other property are paid for the purpose of allocating taxes levied

by or for any taxing agency or agencies which did not include the territory of the project on the effective date of such ordinance but to which such territory is annexed or otherwise included after such effective date, the assessment roll of the County of Ventura last equalized on the effective date of said ordinance shall be used in determining the assessed valuation of the taxable property in the project on said effective date); and

(b) That portion of said levied taxes each year in excess of such amount shall be allocated to and when collected shall be paid into a special fund of the Agency to pay the principal of and interest on bonds, loans, moneys advanced to, or indebtedness (whether funded, refunded, assumed, or otherwise) incurred by the Agency to finance or refinance, in whole or in part, this redevelopment project. Unless and until the total assessed valuation of the taxable property in the project exceeds the total assessed value of the taxable property in the project as shown by the last equalized assessment roll referred to in Subsection (a) of this Section; all of the taxes levied and collected upon the taxable property in the project shall be paid into the funds of the respective taxing agencies. When said bonds, loans, advances, and indebtedness, if any, and interest thereon, have been paid, all moneys thereafter received from taxes upon the taxable property in the project shall be paid into the funds of the respective taxing agencies as taxes on all other property are paid.

That portion of taxes mentioned in Subsection (b) of this Section are hereby irrevocably pledged for the payment of the principal of and interest on the advance of moneys, or making of loans, or the incurring of any indebtedness (whether funded, refunded, assumed, or otherwise) by the Agency to finance or refinance in whole or in part the Program.

The Agency is authorized to make such pledges as to specific advances, loans and indebtedness as appropriate in carrying out the project.

C. OTHER LOANS AND GRANTS

Any other loans, grants, or financial assistance from the United States, or any other public or private source, will be utilized if available.

D. BONDS

The Agency may issue such types of bonds as it may determine to carry out the purpose of this Plan including bonds on which the principal and interest are payable:

(a) Exclusively from the income and revenues of the redevelopment project or projects financed with the proceeds of the bonds, or with such proceeds together with financial assistance from the state or federal government in aid of the projects.

(b) Exclusively from the income and revenues of certain designated redevelopment projects whether or not they were financed in whole or in part with the proceeds of the bonds.

(c) In whole or in part from taxes allocated to, and paid into, a special fund of the Agency pursuant to the provisions of Article 6 (commencing with Section 33670) of the California Health and Safety Code.

(d) From its revenues generally.

(e) From any contributions or other financial assistance from the state or federal government.

(f) By any combination of these methods.

Any of such bonds may be additionally secured by a pledge of any revenues or by an encumbrance by mortgage, deed of trust, or other wise of any redevelopment project or other property of the Agency, or by a pledge of the taxes referred to in subdivision (c) of this Section, or by any combination thereof.

Neither the members of an Agency nor any persons executing the bonds are liable personally on the bonds by reason of their issuance.

The bonds and other obligations of any Agency are not a debt of the City, the State, or any of its political subdivisions and neither the City, the State, nor any of its political subdivisions is liable on them, nor in any event shall the bonds or obligations be payable out of any funds or properties other than those of the Agency; and such bonds and other obligations shall so state on their face. The bonds do not constitute an indebtedness within the meaning of any constitutional or statutory debt limitation or restriction.

E. TOTAL PROJECT FINANCING ESTIMATE (see page 22)

VII. ACTIONS BY THE CITY

The City shall aid and cooperate with the Agency in carrying out this Plan and shall take any further action necessary to ensure continued fulfillment of the purposes of this Plan and to prevent the reoccurrence of spread in the area of conditions causing blight; action by the City may include:

A. Institution of proceedings for opening, closing, vacating, widening, or changing the grade of streets and alleys and for other necessary modifications of the street layout in the project area.,

B. Institution of proceedings necessary for changes and improvements in publicly owned public utilities within or affecting the project area.

C. Revision of zoning within the project area to conform as closely as possible to the land use provisions within the limits of this Plan upon parcels in the project area to control their development and use.

D. Imposition wherever necessary of appropriate provisions within the limits of this Plan upon parcels in the project area to control their development and use.

E. Performance of the above, and of all other functions and services relating to public health, safety, and physical development normally rendered in accordance with a schedule which will permit the redevelopment of the project area to be commenced and carried to completion.

VIII. PLANNING COMMISSION REVIEW AND RECOMMENDATION

Throughout this Plan wherein a matter has been submitted to the Planning Commission for review and recommendation, the Planning Commission shall file its report and recommendation with the Agency within sixty (60) calendar days following each such submission, and in the absence of such report and recommendation, the Agency shall proceed with its own determination of the matter and the Planning Commission shall be deemed to have concurred in the Agency determination.

IX. ENFORCEMENT

The administrative enforcement of the Plan or other documents formulated pursuant to this Plan shall be performed by the City and the Agency.

The provisions of this Plan or other documents formulated pursuant to this Plan may also be enforced by court litigation instituted by either the Agency or the City. In addition, any documents recorded expressly for the benefit of owners of property in the project area may be enforced by such owners.

X. DURATION OF THIS PLAN

Except for the nondiscrimination and nonsegregation provisions which shall run in perpetuity, the provisions of this Plan shall be effective and provisions of other documents formulated pursuant to this Plan may be made effective for thirty (30) years from the date of adoption to this Plan by the City Council.

XI. PROCEDURE FOR AMENDMENT

This Plan may be amended by means of the procedure established in Community Redevelopment Law or by any other procedure hereafter established by law. If provisions recorded pursuant to this Plan require the approval of all or a portion

of the owner of property in the project area, before amendment of this Plan, such approval shall be obtained.

XII. SEVERABILITY

If any provision of this Plan shall contravene or be invalid under either State or Federal Law, such contravention or invalidity shall not invalidate all of the provisions of this Plan, but the remaining provisions shall be construed as if not containing the invalid portion.

VI. E. TOTAL PROJECT FINANCING ESTIMATE

The Neighborhood Development Program area contained within the Central Community Project is Federally assisted. The Federal government will provide 75% of the net program cost with a local share of 25% of the net program cost. The Federal share is a grant and the local grants-in-aid can be comprised of cash and non-cash grants-in-aid credits. In any event, the local share must equal 25% of the net program cost.

The financing of a Neighborhood Development Program is on an annual basis, which in turn, is based on local public agency performance. The Agency must submit a financing plan for each year.

Set forth below is the financing plan for the first Action Year of the Neighborhood Development Program which covers the period from July 1, 1972 to June 30, 1973, and has been approved by the Dept. of Housing and Urban Development.

Gross Program Cost	\$1,489,317
Estimated Land Proceeds	317,318
Net Program Cost	1,171,999
Local Grants-in-Aid required	292,999
Noncash Grants-in-Aid	142,068
Local cash Grants-in-Aid	150,931
Program Capital Grant	878,998

It is anticipated this Neighborhood Development Program will be a seven years program with a total cost of approximately \$7,000,000.

The tax allocations provisions of the State Community Redevelopment Law as set forth in Sections 33670 through 33674 will be applicable to this Program.

ADDENDUM

In the implementation of the Plan, and specifically, Section IV A.1. thereof, the Agency will acquire properties within the Neighborhood Development Program area which lie along Ventura and Port Hueneme Roads and Santa Catalina and Avalon Streets.

The parcels are designated on the Ventura County Assessor's Map of 1957, Books 206 and 207, as follows:

<u>Book</u>	<u>Block</u>	<u>Parcels</u>
206	045	6, 7, 8, 9, 10, 11, and 20
206	051	29
206	096	4, 5, 6, 8, 9, 11, 12, 19, and 20
206	097	8 and 9
207	231	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, and 17

1974 ADDENDUM

PART I: The Neighborhood Development Program area contained within the Central Community Project is Federally assisted. The Federal government will provide 75% of the net program cost with a local share of 25% of the net program cost. The Federal share is a grant and the local grants-in-aid can be comprised of cash and non-cash grants-in-aid credits. In any event, the local share must equal 25% of the net program cost.

Set forth below is the financing plan for the Neighborhood Development Plan which covers the period from July 1, 1973, through December 31, 1974. This financing plan is contained in an Amendatory Application which has been submitted to the Department of Housing and Urban Development for review and approval.

Gross Program Cost	\$1,515,320
Estimated Land Proceeds	550,000
Net Program Cost	965,320
Local Grants-in-Aid required	241,330
Noncash Grants-in-Aid	226,030
Cash Grants-in-Aid	15,300
Program Capital Grant	724,000

The tax allocations provisions of the State Community Redevelopment Law as set forth in Sections 33670 through 33674 will be applicable to this Program.

PART II: In the implementation of the Plan, and specifically, Section IV A.1. thereof, the Agency will acquire properties within the Neighborhood Development Program area which lie along Ventura Road and Santa Catalina, Santa Cruz, and Avalon Streets.

The parcels are designated on the Ventura County Assessor's Map of 1957, Book 207 as follows:

<u>Book</u>	<u>Block</u>	<u>Parcels</u>
207	232	20, 21, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, and 19
207	234	13, 15, and 14

1975/76 ADDENDUM

PART I: The Neighborhood Development Program area contained within the Central Community Project is federally assisted through Community Development funding by the Federal Government to the City of Port Hueneme. The Redevelopment Agency will receive approximately \$750,000 for fiscal year 1975/76 toward the cost of implementing the program during that fiscal year. A like amount is budgeted for fiscal year 1976/77 to continue the implementation of the Neighborhood Development Program.

The tax allocations provisions of the State Community Redevelopment Law as set forth in Sections 33670 through 33674 will be applicable to this program.

PART II: In the implementation of the Plan, and specifically, Section IV A.1. thereof, the Agency will acquire properties within the Neighborhood Development Program area which lie south of Port Hueneme Road, east of Avalon Street along Santa Catalina and Santa Cruz Streets.

The parcels are designated on the Ventura County Assessor's Map of 1957, Book 207 as follows:

<u>Book</u>	<u>Block</u>	<u>Parcels</u>
207	233	1, 2, 13 and 14
207	234	1, 11, 16, 17 and 32
207	245	1, 2, 3, 4, 6, 8, 9, 10, 11, 12 and 13

1975/76 AND 1976/77 ADDENDUM

PART I: The Neighborhood Development Program area contained within the Central Community Project is federally assisted through Community Development funding by the Federal Government to the City of Port Hueneme. The Redevelopment Agency will receive approximately \$750,000 for fiscal year 1975/76 toward the cost of implementing the program during that fiscal year. A like amount is budgeted for fiscal year 1976/77 to continue the implementation of the Neighborhood Development Program.

The tax allocations provisions of the State Community Redevelopment Law as set forth in Sections 33670 through 33674 will be applicable to this program.

PART II: In the implementation of the Plan, and specifically, Section IV A.1. thereof, the Agency will acquire properties within the Neighborhood Development Program area which lie south of Santa Cruz Street between Ventura Road and Avalon Street and on the south side of Port Hueneme Road between Third Street and Ventura Road.

The parcels are designated on the Ventura County Assessor's Map of 1957, Book 207 and Book 206 as follows:

207-0-244-050	207-0-242-090	207-0-241-050
060	100	065
070	120	075
	130	080
207-0-243-020	140	090
030	155	100
040	160	110
080	175	120
070	185	130
	195	140
207-0-242-010	205	150
020	215	165
030		170
050	207-0-241-010	180
060	020	190
075	030	200
080	040	210
AND 206-0-097-10		225

1975/76-1976/77A ADDENDUM

PART I: Redevelopment activities within the Central Community Project are federally assisted through Community Development funding by the Federal Government to the City of Port Hueneme. The Redevelopment Agency will receive approximately \$750,000 for fiscal year 1976/77 toward the cost of implementing redevelopment activities during that fiscal year. A like amount is budgeted for fiscal year 1977/78 to continue redevelopment activities.

The tax allocation provisions of the State Community Redevelopment Law as set forth in Sections 33670 through 33674 are applicable to the Central Community Project.

PART II: In the implementation of the Redevelopment Plan, and specifically, Section IV A.1. thereof, the Agency will continue to acquire properties within the Central Community Project.

The parcels pertinent to this Addendum to be acquired are designated on the Ventura County Assessor's Map of 1957, as follows:

<u>Book</u>	<u>Block</u>	<u>Parcel</u>
207	144	39
206	091	11

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